

**FTA Region 3  
CATEGORICAL EXCLUSION and  
DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET**

**Note:** The purpose of this worksheet is to assist sponsoring agencies (grantees) in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as a Categorical Exclusion (CE) or Documented Categorical Exclusion (DCE). The use and submission of this particular worksheet is NOT required. The worksheet is provided merely as a helpful tool for assembling information needed by FTA to determine the likelihood and magnitude of potential project impacts. **NOTE: Fields are expandable, so feel free to use more than a line or two if needed.**

Submission of the worksheet does not satisfy NEPA requirements. FTA must concur in writing in the sponsoring agency's NEPA recommendation. Project activities may not begin until this process is complete. Contact the FTA Region 3 office at (215) 656-7100 if you have any questions or require assistance. If this is the first time you have filled out this form, FTA encourages you to review [http://www.fta.dot.gov/documents/FTA\\_CE\\_Presentation.pdf](http://www.fta.dot.gov/documents/FTA_CE_Presentation.pdf). Feel free to contact Region 3 for additional assistance. **Please see the end of this document for submittal procedures.** For links to other agencies or for further topical guidance, please go to the [Environmental Processes and Procedures](#) site.

<b>I. Project Description</b>		
Sponsoring Agency City of Roanoke	Date Submitted 4/7/2021	FTA Grant Number(s) (if known)
Project Title <b>Proposed Salem Avenue Transit Facility</b>		
Project Description (brief, 1-2 sentences) <b>The proposed project involves the redevelopment of an asphalt parking lot into the Greater Roanoke Transit Company (GRTC) and Greyhound transit facility in downtown Roanoke, Virginia. The facility will have a pickup/drop-off entrance and exit along Salem Avenue, two main canopy waiting areas, a GRTC building, a Greyhound building, and multiple landscaped walkways and cross walks (reference Enclosure 2).</b>		
Purpose and Need for Project (brief, 1-2 sentences, include as an attachment if adopted statement is lengthy) <b>The current bus transfer facility, built in the early 1980s, does not provide efficient transit operations. The buses operate on a dependent first in / first out basis. In addition, the dimensional size of the bus fleet has increased over the years further complicating staging operations. The new site location provides independent movement of the buses, accommodates larger bus models, and affords easier access to public transportation options.</b>		
Project Location (include City and Street address) <b>325 Salem Avenue SW, Roanoke, Virginia 24016</b>		
Project Contact (include phone number, mailing address and email address) <b>Luke Pugh, P.E. (City Engineer, City of Roanoke - Engineering Division) 215 Church Avenue, S.W. - Room 350, Roanoke, VA 24011 Telephone: 540-853-5208 email: <a href="mailto:Luke.Pugh@RoanokeVA.gov">Luke.Pugh@RoanokeVA.gov</a></b>		

If your project involves construction, include the following as appropriate:

- Project vicinity map
- Project site plan showing access points and project boundaries
- Other useful maps as appropriate (topo, for instance, depending on circumstances, and/or Google Earth aerial, NEPA Assist, etc.)
- A few photographs of the site if useful to illustrate important features
- Details pertaining to the depth of soil excavation
- Note if the soil has been previously disturbed by prior construction or other activity
- List parks or recreation areas within the project vicinity
- Any previous consultations that might be relevant? (HUD, SHPO, or DOTs)

List of Enclosures to this Worksheet

1. Figures 1 to 5 (Site Location Map, USGS Topographic Map, Aerial Photo, Zoning Map, Sole Source Aquifer Map)
2. Site Plan & Design Narrative for Proposed Facility
3. EPA Current Non-Attainment Counties for All Criteria Pollutants
4. Virginia Coastal Zone
5. US Census Tracts 11 & 10
6. FEMA – National Flood Hazard Layer FIRMette - Map
7. Phoenix Noise and Vibration Study – Roanoke City Bus Terminal Environmental Document dated April 2, 2021
8. Farmland Classification
9. Section 106 consultation.
10. USFWS T&E and Critical Habit
11. National Wetlands Inventory (NWI) Map
12. Photographic Log
13. Environmental Site Assessments (Phase I and Phase II)
14. Statewide Transportation Improvement Program (STIP) and Roanoke Valley Transportation Planning Organization (TIP)
15. Public Involvement / Community Engagement Package
16. Asbestos Survey and TCLP Sampling – Salem Avenue Parking Lot Building

## II. NEPA Class of Action

Answer the following questions to determine the project's potential class of action. If the answer to any of the questions in Section A is "YES", contact the FTA Region 3 office to determine whether the project requires preparation of a NEPA environmental assessment (EA) or environmental impact statement (EIS).

### A. Will the project significantly impact the natural, social and/or economic environment?

- YES (contact FTA Regional office)  
 NO (continue)

#### A.1 Is the significance of the project's social, economic or environmental impacts unknown?

- YES (contact FTA Regional office)  
 NO (continue)

#### A.2 Is the project likely to require detailed evaluation of more than a few potential impacts?

- YES (contact FTA Regional office)  
 NO (continue)

#### A.3 Is the project likely to generate intense public discussion, concern or controversy, even though it may be limited to a relatively small subset of the community?

- YES (contact FTA Regional office)  
 NO (continue)

### B. Does the project appear on the following list of Categorical Exclusions (CEs)?

The types of activities listed below describe actions which, when the corresponding conditions are met, are under usual circumstances categorically excluded from further NEPA analysis under [23 CFR 771.118\(c\)](#). Unusual circumstances may include, but are not limited to, the presence of wetlands, historic buildings and structures, parklands, or floodplains in the project area, or the potential for the project to impact other resources. (Descriptions of each type of activity, and corresponding conditions, are available [here](#); this worksheet simply lists the name of each exclusion.)

- YES (If checked AND there are no special circumstances, check the applicable box and proceed to Section III.)  
 NO (continue to Section II. C)

#### [23 CFR 771.118\(c\)\(1-16\)](#)

- (1) Utility and Similar Appurtenance Action  
 (2) Pedestrian or Bicycle Action  
 (3) Environmental Mitigation or Stewardship Activity

- (4) Planning and Administrative Activity
- (5) Activities Promoting Transportation Safety, Security, Accessibility and Communication
- (6) Acquisition, Transfer of Real Property Interest
- (7) Acquisition, Rehab, Maintenance of Vehicles or Equipment
- (8) Maintenance, Rehab, Reconstruction of Facilities
- (9) Assembly or Construction of Facilities
- (10) Joint Development of Facilities
- (11) Emergency Recovery Actions  
(Several conditions attach to this type of CE. We recommend you consult with FTA if you think this CE may apply to your action.)
- (12) Projects Entirely within the Existing Operational Right-of-Way.
- (13) Federally Funded Projects  
(Must be less than \$5 million in federal funding, or having a total estimated cost of not more than \$30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost.)
- (14) Bridge Removal and Related Activities.
- (15) Preventative Maintenance to Certain Culverts and Channels
- (16) Geotechnical and Similar Investigations

**C. Does the project appear on the following list of potential documented Categorical Exclusions?**

Projects that are categorical exclusions under [23 CFR 771.118\(d\)](#) require additional documentation demonstrating that the specific conditions or criteria for the CEs are satisfied and that significant effects will not result.

YES (Check correct box below and continue to Part III)

NO (Contact FTA Regional Office)

[23 CFR 771.118\(d\)\(1-8\)](#)

- (1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes.
- (2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.
- (3) Acquisition of land for hardship or protective purposes. (NOTE: Hardship and protective buying will be permitted only for one or a limited number of parcels, and only where it will not limit the evaluation of alternatives (including alignments) for planned construction projects.
- (4) Acquisition of right-of-way. (NOTE: No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, where appropriate, has been completed.)
- (5) Construction of bicycle facilities within existing transportation right-of-way.
- (6) Facility modernization through construction or replacement of existing components.
- (7) Minor realignment for rail safety purposes

- (8) Facility modernization/expansion outside existing ROW
- "Other" actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1501.4) and will not result in significant environmental effects. Actions must not: induce significant impacts to planned growth or land use; require the relocation of significant numbers of people; have a significant impact on any natural, cultural, recreational, historic or other resource; cause significant air, noise, or water quality impacts; have significant impacts on travel patterns; or otherwise have significant environmental impacts (either individually or cumulatively).
- 

### III. Information Required for Documented Categorical Exclusions

If you checked "Yes" to any of the options in Part II.C, complete Section III.A and each relevant subject area of Sections B-AA. Depending on the project, some of the subject areas may not be applicable. In such cases, no discussion is needed. You may use documents prepared for other purposes (e.g., public meetings) if they are helpful.

The list below is not all-inclusive. If your proposed project has the potential to cause impacts to resources which are not listed below, please provide supplemental information about those potential impacts.

#### A. Detailed Project Description

Describe the project and explain how it satisfies the purpose and need identified in Part I.

**The proposed area, located in downtown Roanoke within a mix of residential, commercial, and government facilities, provides ready access via public roadways and pedestrian walkways.**

**According to the City of Roanoke online property assessment service, the site is comprised of four parcels with parcel identification numbers 1010113, 1010115, 1010121, and 1010122 and is approximately 1.67 acres. The site, an existing asphalt parking lot, is owned by the City of Roanoke (reference Enclosure 1).**

**The proposed facility will allow for a larger bus fleet, improved operations, and easier access for citizens of Roanoke and the surrounding area. In addition, the proposed facility will provide a central transit station for GRTC's regional bus routes, allow citizens greater access to downtown without increasing local traffic, and provide a central location for passengers to ride Greyhound busses to other locales.**

**The proposed transfer station will enhance public transportation options locally and regionally by promoting efficient bus flows and allowing the facility to accommodate more passengers relative to the existing station and conditions.**

**The existing facility is located at 17 West Campbell Avenue, also in Roanoke, and will become an economic development opportunity. The existing transit facility is an enclosed rectangular building that limits fleet operations within a confined space.**

**The transfer facility will have a variety of amenities such as a pickup/drop-off entrance and exit along Salem Avenue, two main canopy-waiting areas, a GRTC single-story building, a Greyhound single-story building, and multiple landscaped walkways, benches, and cross walks. Five parking spaces are proposed in the southwest corner of the lot (including one ADA space) for GRTC employees. Additional parking for passengers is available within the surrounding areas in City and privately owned parking lots/garages (reference Enclosure 2).**

**B. Location and Zoning**

Attach a map identifying the project's location and surrounding land uses. Note any critical resource areas (historic, cultural or environmental) or sensitive noise or vibration receptors (schools, hospitals, churches, residences, etc). Briefly describe the project area's zoning and indicate whether the proposed project is consistent with it. Briefly describe the community (geographic, demographic, economic and population characteristics) in the project vicinity.

**The site and surrounding properties are located in the Downtown District (reference Enclosure 1). All appropriate permitting and zoning compliances and approvals will be obtained prior to construction. The proposed site is located on the northwest corner of Salem Avenue SW and 3<sup>rd</sup> Street. According to the Census Reporter and the 2018 U.S. Census Bureau, the population surrounding the proposed site (reference Enclosure 5) is approximately 1,365. Approximately 94% are between the ages of 18 and 64, 61% are men, 69% are white, and 20% are black. The median household income is approximately \$52,650 and 20.7% of the local population is below the poverty line. The surrounding area is a mix of residential, commercial, and governmental facilities.**

**C. Traffic**

Describe potential traffic and parking impacts, including whether the existing roadways have adequate capacity to handle increased bus or other vehicular traffic. Include a map or diagram if the project will modify existing roadway configurations. Describe connectivity to other transportation facilities and modes, and coordination with relevant agencies.

**The proposed site is currently a surface lot configured for approximately 300 vehicular spaces. The transfer facility will have buses enter and exit the facility along Salem Avenue SW. No modifications are planned to the existing roadway configurations. Ample parking for commuters is available in neighboring properties surrounding the site (reference Enclosure 2).**

**Traffic on surrounding roadways is not expected to be significantly impacted. Bus traffic will slightly increase in the immediate area of the site, but will not significantly alter the flow of traffic in the downtown corridor, as the existing bus station is located approximately three blocks to the East. Anticipated traffic counts associated with the proposed terminal facility are less than 1,000 trips per day and 100 per hour. In accordance with the City ordinance (Roanoke Zoning Code Ch. 36.2 Appendix B2 - e.), a full traffic analysis is not required for the project. In addition, this area is not known to have traffic related issues and some commuters may elect to take GRTC buses to the downtown area.**

**The proposed bus schedule for the proposed site is: 16 buses at 15 minutes after each hour from 6:15am to 8:15pm; 11 buses at 45 minutes after each hour during peak periods (6:45am - 9:45am, then 3:45pm - 6:45pm); 1 Smart Way commuter coach every hour & twenty minutes from 5:15am to 6:55pm (8:20pm on Fridays only). During each bus arrival period, buses are on-site an average of 10 minutes or less each hour, with 50 minutes each hour of no buses on-site during off-peak, and approximately 20 minutes each hour during peak periods (six times per day). This equates to 318 trips (16 buses X 15 trips + 11 buses X 8 trips + 12 Smart Way trips). The proposed schedule for Saturdays is 16 buses at 15 minutes after each hour from 6:15am to 8:15pm; 1 Smart Way commuter coach every hour & twenty minutes from 5:15am to 10:00pm. During each bus arrival period, buses are on-site an average of 10 minutes or less each hour, with 50 minutes each hour of zero buses on-site. This, in conjunction with the existing bus traffic using the existing facility approximately three blocks to the East, will not result in a significant alteration to existing traffic counts or patterns.**

**D. Aesthetics**

Will the project have an adverse effect on a scenic vista?

- No
- Yes, describe

**There is not an existing scenic vista.**

Will the project substantially degrade the existing visual character or quality of the site and its surroundings?

- No
- Yes, describe

**Currently the site is an asphalt parking lot surrounded by a concrete sidewalk with no landscaping. The proposed plans include the development of aesthetically pleasing concrete sidewalks, walkways, sitting areas, and landscaping (reference Enclosure 2). Given the low quality of the existing aesthetics (parking lot), the proposed project will not degrade the existing visual character of the site or its surroundings.**

Will the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

- No
- Yes, describe

**Proposed exterior lighting will include building-mounted lighting and canopy lighting. The amount and intensity of these fixtures will be the minimum necessary for safety purposes. The location of the site in the heavily developed downtown corridor where nighttime lighting is prevalent. Fixtures will be dark sky compliant and will not adversely affect the area (reference Enclosure 2).**

**E. Air Quality**

Does the project have the potential to impact air quality?

- No
- Yes, describe

**The site is currently a parking lot. The proposed development includes a bus facility with up to 19 loading areas, approximately six parking spots for bus staff, and multiple pedestrian crossings to increase pedestrian access to the public transit center. Additional parking will be available offsite. The proposed plans are not expected to adversely impact the air quality as the project will not significantly increase bus traffic, but rather relocate the operations from the existing transit center to a more easily accessible and efficient location.**

**Project site is not included in EPA Nonattainment List (reference Enclosure 3).**

Is the project located in an EPA-designated non-attainment or maintenance area?

- No
- Yes, indicate the criteria pollutant and contact FTA to determine if a hot spot analysis is necessary.
  - Carbon Monoxide (CO)
  - Ozone (O<sub>3</sub>)
  - Particulate Matter (PM<sub>10</sub> or PM<sub>2.5</sub>)

**The transit project is referenced in the Roanoke Valley Transportation Improvement Plan (page 50) and the State Transportation Improvement Plan (page 47 - STIP ID: GRT0013) (reference Enclosure 14).**

If the non-attainment area is also in a metropolitan area, was the project included in the MPO's Transportation Improvement Program (TIP) air quality conformity analysis? Project is in attainment area and currently project is on TIP and STIP (reference attachment)

- No
- Yes Date of USDOT conformity finding:

**F. Coastal Zone**

Is the proposed project located in a designated coastal zone management area?

- No
- Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding, if available.

**Reference Enclosure 4**



**G. Environmental Justice**

Determine the presence of minority and low-income populations (business owners, land owners, and residents) within about a quarter-mile of the project area. Indicate whether the project will have disproportionately high and adverse impacts on minority or low-income populations. Describe any potential adverse effects. Describe outreach efforts targeted specifically at minority or low-income populations. Guidance is [here](#).

**According to the Census Reporter and the 2018 U.S. Census Bureau, the population surrounding the proposed site (reference Enclosure 5) is approximately 1,365.**

**Approximately 94% are between the ages of 18 and 64, 61% are men, 69% are white, and 20% are black with the remaining 11% various minority populations. The median household income is approximately \$52,650 and 20.7% of the local population is below the poverty line. As a result, the population of the surrounding area where the project is proposed includes almost 70% non-minority and 80% being above the poverty line. This area of downtown Roanoke is primarily residential, commercial, and governmental in nature, and the residents that live in this area are mostly affluent professionals that work in this area. No distinct EJ populations are known to be present in the area and the subject site itself is a vacant parking lot that does not contain residents and will not displace any residences.**

**Limited construction-related effects would occur during the two-year construction period. Those impacts primarily relate to disturbances (e.g., noise, dust, lane closures, etc.) associated with construction and GRTC and the City of Roanoke would utilize BMPs and minimization measures to reduce potential construction impacts. Potential construction impacts would be experienced by both non-EJ and EJ populations that live in the adjacent area to the facility. No long-term adverse effects would be expected from the facility once built. This proposed transfer facility will allow for the ease of access to public transit for those living in close proximity for any potential EJ and non-EJ populations. The project is expected to improve transit connections in the immediate Downtown Roanoke and region. After consideration of minimization measures (reference Section X) and off-setting benefits of the project, no adverse effects are anticipated from construction and operation of the project. Therefore, there is no potential for disproportionately high and adverse effects on the EJ populations identified from the 2018 Census data and identification efforts.**

**H. Floodplains**

Is the proposed project located within the Federal Emergency Management Agency (FEMA) 100-year floodplain?

No

Yes, describe potential impacts, indicate if the project will impact the base flood elevation, and include or link to the FEMA Flood Insurance Rate Map (FIRM) with the project location identified.

**Reference Enclosure 6**

**I. Hazardous Materials**

Is there any known or potential contamination at the project site? This may include, but is not limited to, lead/asbestos in existing facilities or building materials; above or below ground storage tanks; or a history of industrial uses of the site.

- No, describe steps taken to determine whether hazardous materials are present on the site.
- Yes, note mitigation and clean-up measures that will be taken to remove hazardous materials from the project site. If the project includes property acquisition, identify if a Phase I Environmental Site Assessment for the land to be acquired has been completed and the results.

**Currently the site is an asphalt parking lot with a small building or booth, approximately 200 square feet in area, used by the parking lot attendee. The building's floor tiles have been identified as an asbestos containing material (ACM). The removal of ACMs and demolition of the building will be conducted in accordance with all local, state, and federal laws (reference Enclosure 16).**

**A Phase I Environmental Site Assessment (ESA) was conducted by Froehling and Robertson, Inc (F&R) in November 2018 that identified the subject property as a parking lot with an associated parking lot booth. The report identified two offsite recognized environmental conditions (RECs) associated with multiple dry cleaning and automotive service facilities. A Phase II ESA was conducted in March 2019 by F&R that identified residual petroleum contaminants. In June 2019 the DEQ issued a letter indicating no further action was required (reference Enclosure 13) because the residual petroleum levels reported were such that they would not be considered a risk to human health or the environment. Based on the average depth to groundwater being greater than 5 feet for the site, the Interstate Technology and Regulatory Council (ITRC) guidelines indicate that the residual petroleum contaminants do not warrant a direct vapor concern. Moreover, the elevated levels of petroleum impacted soil reported in the Phase II ESA were located in the northern portion of the site nearest the VA Transportation Museum and the proposed buildings on the subject site will be on the southern portion of the property where minimal petroleum compounds were reported, and no levels of volatile petroleum (GRO). As a result, the risk for potential vapor intrusion into the proposed structures is considered low. Should contaminated soil be encountered during construction, most notably in the northern portion of the site where some bus canopies are proposed, it will be properly characterized, handled, and disposed of in accordance all appropriate local, state, and federal regulations (reference Enclosure 13).**

**J. Navigable Waterways**

Does the proposed project cross or have the potential to impact a navigable waterway?

- No
- Yes, describe potential impacts and any coordination with the US Coast Guard.

**K. Noise and vibration**

Does the project have the potential to increase noise or vibration?

NO

YES, describe impact and provide map identifying sensitive receptors such as schools, hospitals, parks and residences. If the project will result in a change in noise and vibration sources, you must use FTA's "Transit Noise and Vibration Impact Assessment" methodology to determine impact.

**Phoenix Noise and Vibration, LLC conducted a noise and vibration analysis in accordance with FTA's Noise and Vibration manual for the proposed terminal facility on July 22, 2020, as updated in an April 2, 2021 report, in order to evaluate the potential for adverse noise and vibration impacts on noise sensitive receptors. Three noise-sensitive receptors were identified, which include two residential properties and the Virginia Museum of Transportation within the FTA prescribed screening distance. Based on the analysis, all of the associated noise impacts from the proposed terminal facility would be less than the "moderate impact" level per FTA's Noise and Vibration manual. No vibration impacts are anticipated for rubber tire vehicles. No further analysis or mitigation will be required for the project (reference Enclosure 7).**

**L. Prime and Unique Farmlands**

Does the proposal involve the use of any prime or unique farmlands?

No

Yes, describe potential impacts and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture.

**Enclosure 8**

**M. Historic & Cultural Resources**

Impacts to cultural, historic, or recreational properties may trigger Section 106 or tribal consultations or a Section 4(f) evaluation, requiring consideration of avoidance alternatives. Does the project involve any ground disturbing activities?

No

Yes, provide the approximate maximum ground disturbance depth. Also provide information on previous disturbances or where ground disturbance will occur.

**Ground disturbance will occur as part of the proposed construction activities. Specific depth of excavations are estimated to be approximately 2-3 feet for building footings and up to 5-10 feet in areas where utility excavations or canopy foundations will be needed. A majority of the excavation will be for minor (<12”) surface grading and will occur across the entire site.**

**No archaeological sites have been documented in the Area of Potential Effects (APE) in proximity of the project. The site has been used as a parking lot since the 1960s’ due to the developed nature of the area, the site has likely been disturbed. Intact archaeological features are unlikely to be present. In December 2019, FTA initiated the Section 106 consultation process with the Virginia State Historic Preservation Office (SHPO) to delineate the APE and noted the lack of archaeological potential. SHPO concurred with the APE and no further archaeological study was recommended (reference Enclosure 9).**

Are there any historic resources in the vicinity of the project?

No

Yes, Attach photos of structures more than 45 years old that are within or adjacent to the project site and describe any direct or indirect impacts the project may cause.

**Dovetail Cultural Resource Group conducted an architectural survey January and May 2020 that identified three historic properties within the APE: the Roanoke Downtown Historic District (128-5761), Salem Avenue/Roanoke Automotive Commercial Historic District (128-6065), and Norfolk & Western Railway Freight Station, 303 Norfolk Avenue SW (128-6162). Ten properties were identified as contributing features to a historic district, and two were identified as non-contributing. One additional resource was documented outside of the historic districts and was determined to be not eligible. The potential effects of the project on historic resources was also evaluated in the Phase I Architectural Survey, concluding that the project will have no adverse effects on historic properties. The report was provided to SHPO and consulting parties on January 7, 2021; SHPO concurred with FTA’s finding of no adverse effect in a letter dated February 9, 2021. (reference Enclosure 9). Consulting party coordination is discussed further under W. Public Involvement.**

**N. Biological**

Are there any species located within the project vicinity that are listed as threatened or endangered under the Endangered Species Act? Determine this by obtaining lists of threatened and endangered species and critical habitat from the US Fish and Wildlife Service and the National Marine Fisheries Service.

**According to the US Fish and Wildlife Service, no threatened or endangered species are listed for the proposed site (reference Enclosure 10) as the project is located in the heavily developed downtown corridor of Roanoke.**

Describe any critical habitat, essential fish habitat or other ecologically sensitive areas within or near the project area.

**According to the US Fish and Wildlife Service, no critical habitats or sensitive areas are listed at, or within close proximity to, the subject site (reference Enclosure 10).**

**O. Recreational**

Is the project located in or adjacent to a park or recreation area?

No

Yes, provide information on potential impacts to the park or recreation area. Please also indicate if the park involved Land and Water Conservation Act funds (Section 6(f))

**P. Seismic and Soils**

Are there any unusual seismic or soil conditions in the project vicinity? If so, indicate on project map and describe the seismic standards to which the project will be designed.

No

Yes, describe

**Q. Water Quality**

Does the project have the potential to impact water quality, including during construction.

No

Yes, describe potential impacts and best management practices which will be in place.

Will there be an increase in new impervious surface or restored pervious surface?

No

Yes, describe potential impacts and proposed treatment for stormwater runoff.

Is the project located in the vicinity of an EPA-designated sole source aquifer (SSA)?

No

Yes, provide the name of the aquifer which the project is located in and describe any potential impacts to the aquifer. Also include the approximate amount of new impervious surface created by the project. (May require completion of SSA worksheet.)

**R. Wetlands**

Does the proposal temporarily or permanently impact wetlands or require alterations to streams or waterways?

No

Yes, describe potential impacts

**Reference Enclosure 11**

**S. Construction Impacts**

Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and staging areas. Address air and water quality impacts, safety and security issues, and disruptions to traffic and access to property.

**The anticipated construction timeframe is Spring/Summer 2021 to Spring/Summer 2023. Construction activities would start at 8am and continuing through 6 pm with some potential weekend work for this 24-month construction contract. Construction related impacts from vehicles, equipment, and personnel could be experienced during the two-year timeframe for construction.**

**The proposed construction will occur in phases to allow the movement of bus operations to the site during construction, thereby minimizing traffic disruption and maintaining the functionality of the transit system. Appropriate Stormwater Pollution Prevention Plan (SWPPP) and associated Erosion and Sediment control (E&S) measures will be applied to limit the potential for runoff impacts, as required by state regulations. These E&S plans will also help control fugitive dust during construction, as appropriate and required by local, state, and federal regulations. All necessary E&S and stormwater management approvals will be obtained prior to construction. Construction vehicles may cause a temporary increase in noise during construction, but this will be transient and not significantly impact surrounding properties as the site is located in the downtown corridor and work will only be conducted during normal business hours.**

**Safety measures will be employed during construction to include fencing to separate pedestrians and construction vehicles and will include staging areas, which are expected to be on nearby City-owned property. Temporary traffic disruptions may occur during minor proposed curb, walkway, and entrance construction, but the majority of the construction will be confined to the interior of the property and will not significantly disrupt surrounding properties or traffic.**

**T. Cumulative and Indirect Impacts**

Are cumulative and indirect impacts likely?

No

Yes, describe the reasonably foreseeable:

a) Cumulative impacts, which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes them. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

b) Indirect impacts, which are caused by the action but are later in time or farther removed in distance, yet are still reasonably foreseeable. Indirect impacts may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air, water and other natural systems, including ecosystems.

**U. Property Acquisition**

If property is to be acquired for the project, indicate whether acquisition will result in relocation of businesses or individuals.

**Note:** For acquisitions over \$500,000, FTA concurrence in the property's valuation is also required.

**The property, owned by the City of Roanoke, is a vacant public parking lot. Therefore, no relocation services are necessary.**

**V. Energy**

If the project includes the construction or reconstruction of a building, identify potential opportunities to conserve energy which could be employed. This includes building materials and techniques used for construction; special innovative conservation features; fuel use for heating, cooling and operations; and alternative renewable energy sources.

**The project will comply with modern building codes and energy efficiency standards for the GRTC and the Greyhound transit buildings. The two proposed single story buildings are relatively small (approximately 4,000 square feet and 1,400 square feet respectively) and will not consume or utilize significant amounts of energy.**

**W. Public Involvement**

Describe public outreach efforts undertaken on behalf of the project. Indicate opportunities for public meetings (e.g. board meetings, open houses, special hearings). Indicate any significant concerns expressed by agencies or the public regarding the project.

**In October 2019, and prior to the initiation of Section 106, constituents provided comments to a number of recipients including FTA, GRTC, and the City of Roanoke. The comments included mention of local process matters related to comprehensive planning, zoning, and crime. These comments were referred to GRTC and the City of Roanoke as the local project sponsor. The comments also included mention of possible effects to historic resources and the need to conduct Section 106 consultation, which was conducted in accordance with 36 CFR 800 and FTA's NEPA regulations. In response to the comments, Roanoke City and GRTC staff met with the Salem Avenue Neighborhood Business Association stakeholders on October 30, 2019, at the West Station Theater Room, to discuss the proposed project. Roanoke City and GRTC staff answered a series of questions that had been developed by the Salem Avenue Business Association stakeholder. Several concerns were addressed including the perception of crime and activity that occurs around**

the existing Campbell Court Transfer Center and concerns that it will replicated at the new location; the perception that there will be areas for lease; the perception that the corridor between 3<sup>rd</sup> and 5<sup>th</sup> Streets is residential and that the Transit Center could change the use; and concerns that the Transit Center would increase noise and air pollution. These concerns were discussed with the association.

On June 18<sup>th</sup>, 2020, following the lift of restrictions due to COVID-19, a Community Engagement open-house was conducted at the Campbell Court Transfer Center, where members of the design team met with community members to share the design concept and receive feedback. Both Roanoke City and GRTC leaders were also in attendance. Attendees included West Station residents, citizens, accessibility advocates, riders, staff, and local political figures. Tables were set up with renderings and graphics of the proposed facility. Comment cards were distributed to all attendees to solicit feedback for consideration (reference Enclosure 15).

FTA invited the Historical Society of Western Virginia and the Roanoke Valley Preservation Foundation to participate in the Section 106 process as consulting parties, initiating project consultation on December 11, 2019. The Salem Avenue Neighborhood Business Association (SANBA) and the Candy Factory Homeowners Association requested consulting party status and was recognized as such by FTA in correspondence dated February 21, 2020. All official correspondence was provided to the consulting parties and they were invited to provide input on the identification of historic properties and the effects of the proposed project on historic properties.

The Roanoke Valley Preservation Foundation concurred with FTA's findings in an email dated January 11, 2021. DHR concurred with FTA's determination of no adverse effect on February 9, 2021. No other consulting party comments were received within the 30-day comment period. Comments were provided from SANBA on February 17, 2021 regarding matters outside the scope of Section 106 (see Attachment 9). Comments received from SANBA after the close of the comment period related to safety are beyond the scope of Section 106 and do not relate to the potential effects on the historic properties within the APE. Comments related to safety are not germane to Section 106. Likewise, the provided appraisal by SANBA of the Virginia Museum of Transportation is beyond the Scope of 106 and an appraisal of the Virginia Museum of Transportation is not required for the project since FTA and GRTC require no fee simple or easements from the Virginia Museum of Transportation. The Section 106 evaluation focused on current conditions, particularly of the Virginia Transportation Museum, and not a potential future buildout scenario of the museum. Finally, SANBA provided a noise and vibration study that did not meet FTA's requirement pursuant to FTA's 2018 Noise and Vibration manual. FTA and GRTC evaluated the potential for noise and vibration impacts to the historic properties as part of this CE and determined that there would be no potential for moderate or severe impacts and through the Section 106 process, it was determined that no adverse effects to historic properties within the APE would occur.



**X. Mitigation Measures**

Describe all measures to be taken to mitigate project impacts.

The Salem Avenue site selection is one of the mitigation measures. Sites, in the downtown Roanoke area, that can accommodate the size of a transfer facility have limited availability or have existing buildings. By utilizing this vacant site, the project is eliminating the need for building demolitions associated with other sites. Other than the demolition of the small attendee building there will be no other building demolitions associated with this project.

The site construction shall be governed by a Stormwater Pollution Prevention Plan (SWPPP) and applicable E&S measures to limit the potential for runoff impacts. The E&S measures will also help control fugitive dust during construction as appropriate and as required by local, state, and federal regulations. The proposed construction will occur in phases to allow the movement of bus operations to the site during construction, thereby minimizing traffic disruptions and maintaining the functionality of the transit system. Safety measures will be employed during construction including fencing to separate pedestrians and construction vehicles.

Additional Best Management Practices (BMPs) and avoidance measures will also be implemented to mitigate the potential effects of the proposed project. Stormwater management will focus on infiltration to limit surface runoff and the use of a pre-manufactured water quality filtering device. The proposed canopy and green spaces will limit potential urban heat island effects and the canopies have been designed in an architectural style to fit with the surrounding buildings, most notably the adjacent Virginia Museum of Transportation. The site is currently unoccupied so no resident displacement will occur. The proposed construction will occur in phases to allow the movement of bus operations to the site during construction, thereby minimizing traffic disruption and maintaining the functionality of the transit system.

The proposed project will improve site lighting, enhance landscaping and increase pervious surfaces from the entirely impervious parking lot, which currently exists at the site. Operationally, the proposed project will improve transit operations, pedestrian accessibility, restroom functionality, and provide support spaces for transit operations and security.

**Y. Other Federal Actions**

Provide a list of other federal NEPA actions related to the proposed project or in the vicinity.

No other federal actions are proposed at this time.

**Z. State and Local Policies and Ordinances**

Is the project in compliance with all applicable state and local policies and ordinances?

No, describe noncompliance:

Yes

**AA. Related Federal and State/Local Actions**

- Corps of Engineers Permit (Section 10, Section 404)
- Coast Guard Permit
- Coastal Zone Management Certification
- Critical Area Ordinance Permit
- ESA and EFH Consultation
- Floodplain Development Permit
- Forest Practice Act Permit
- Hydraulic Project Approval
- Local Building or Site Development Permits
- Local Clearing and Grubbing Permit
- National Historic Preservation Act-Section 106 consultation
- National Pollutant Discharge Elimination System General Construction Permit
- Shoreline Permit
- Solid Waste Discharge Permit
- Sole Source Aquifer Consultation
- Section 4(f) (Historic or Recreational Properties; Wildlife Refuges)
- Section 6(f) (Recreational Properties)
- Section 106 (Historic Properties)
- Stormwater Site Plan (SSP)
- Temporary Erosion and Sediment Control Plan (TESC)
- Water Rights Permit
- Water Quality Certification—Section 401
- Tribal Consultation or Permits (if any, describe below)
- Other

Others (describe as applicable):

**Submitted By (name, title):**  
**Luke Pugh, City Engineer**

**Date:**  
**4/7/2021**

Please submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below, **or** submit an electronic version to [daniel.koenig@dot.gov](mailto:daniel.koenig@dot.gov). Contact FTA at the number below if you are unsure of these procedures. Modifications are typically necessary.

Federal Transit Administration, Region 3  
1835 Market Street, Suite 1910  
Philadelphia, PA 19103

phone: (215) 656-7100  
fax: (215) 656-7260