

**ITEM 8 – Action**  
February 19, 2020

Approval of FY 2021 and FY 2022 TAP Funding for Projects in Virginia

**Action:** Adopt Resolution R9-2020 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for FY 2021 and FY 2022 for Virginia TPB jurisdictions.

**Background:** A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in TPB jurisdictions in Virginia. The board will be briefed on projects recommended by a selection panel and asked to approve them.



**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION TO APPROVE PROJECTS IN VIRGINIA FOR TRANSPORTATION  
ALTERNATIVES SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE  
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2021 AND FY 2022**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing American's Surface Transportation Act (FAST Act) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the FAST Act's Transportation Alternatives Set-Aside (TA Set-Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

**WHEREAS**, the TA Set-Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

**WHEREAS**, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

**WHEREAS**, the TA Set-Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan, in the Equity Emphasis Areas, and in the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail; and

**WHEREAS**, the TA Set-Aside is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

**WHEREAS**, a solicitation for TA Set-Aside applications for FY 2021 and FY 2022 was conducted by the Virginia Department of Transportation between May 15 and October 1, 2019, with a pre-application deadline of July 1, 2019 and an application deadline of October 1, 2019; and

**WHEREAS**, the TPB's TA Set-Aside Selection Panel met on February 3, 2020 and recommended funding seven of the applications received based on project readiness and eligibility and each project's ability to meet the regional selection criteria; and

**WHEREAS**, on February 7, 2020, the TPB Technical Committee was briefed on the recommended projects;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the projects for funding under the Transportation Alternatives Set-Aside Program for FY 2021 and FY 2022 in Virginia as described in the attached materials.



**MEMORANDUM**

**TO:** National Capital Region Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** Projects recommended for funding in FY 2021-2022 in Virginia under the Transportation Alternatives Set-Aside Program  
**DATE:** February 13, 2020

**SUMMARY**

Under the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. The TA Set-Aside, which is part of the Surface Transportation Block Grant Program, was previously known as the Transportation Alternatives Program (TAP).

For FY 2021 and FY 2022 in Virginia, the TPB was provided a sub-allocation of \$5,579,514. A selection panel has recommended funding for the projects listed below, which total \$5,551,274. The TPB will be asked to approve the recommendations on February 19, 2020. The recommendations will leave a remainder of \$28,240 unspent from the TPB’s sub-allocation.

<b>TPB Selection Panel                      Project Recommendations                      Virginia Transportation Alternatives Set-Aside Program, FY 2021-2022</b>		
<b>Project Name</b>	<b>Jurisdiction</b>	<b>Selection Panel Recommendations</b>
Columbia Pike Complete Streets Improvements - Phase I	Fairfax County	\$780,000
Orange Hunt Elementary School SRTS	Fairfax County	\$160,000
Central Elden Walkability Improvements	Town of Herndon	\$1,011,908
W&OD Trail At-Grade Improvements	Loudoun County	\$1,157,162
Wellington Road Shared-Use Path Gap	City of Manassas	\$675,092
Old Bridge Rd SW-Oakwood to Forest Hills Sidewalk & Pedestrian Improvements	Prince William County	\$1,360,000
Timber Fence Trail - Phase II	Town of Warrenton	\$407,112
	<b>TOTAL</b>	<b>\$5,551,274</b>

## **BACKGROUND**

The Transportation Alternatives Set-Aside (TA Set-Aside) Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, and environmental mitigation. MAP 21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program as the Transportation Alternatives Set-Aside (TA Set-Aside) Program, and the key features of the program largely remain the same. Information on the TA Set-Aside is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (those MPOs classified as “Transportation Management Areas”) to fund local projects. In addition to these sub-allocated funds, a portion of the TA Set-Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set-Aside is framed as a complementary component of the TPB’s Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions.

The TA Set-Aside offers the region the ability to fund projects that support regional priorities and goals based on Visualize 2045 and the TPB’s other policy documents. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TA Set-Aside funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews TA Set-Aside applications and recommends projects for funding.

## **FY 2021-22 SOLICITATION FOR VIRGINIA**

Since the establishment of this program in 2012, the TPB has combined its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of this process, TPB staff works with the Virginia Department of Transportation (VDOT) to administer the TA Set-Aside for Northern Virginia.

During the past two cycles, VDOT has conducted two-year solicitations. This current solicitation covers FY 2021 and FY 2022. For the first time, applicants were required to submit a pre-application, which had a deadline of July 1, 2019. The applications were due on October 1, 2019.

For applicants from Northern Virginia, the VDOT application included a supplementary form requesting information about how projects responded to the TPB’s regional priorities related to Activity Centers, transit station access, and multimodal transportation options.

For the portion of Virginia in the TPB’s planning area, VDOT received 24 applications representing a total of \$24,945,009 in requested funding. These applications are eligible for statewide TA Set-Aside funding as well as the TPB’s sub-allocated funds. The TPB was sub-allocated \$5,579,514 in available funding.

As in the past, Virginia conducted a three-part process for project selection for this two-year cycle:

1. The district members of Virginia’s Commonwealth Transportation Board (CTB) each were allocated \$2 million for project selection (plus previously unallocated funding) from the statewide pot of funding;
2. Large MPOs select projects for sub-allocated funds;
3. The at-large members of the CTB select projects for the remainder of the statewide money.

On February 5, the CTB District Member for Northern Virginia, Mary Hynes, let VDOT and TPB staff know her project selections for the funding allocated to her district, which was \$2.1 million (Ms. Hynes’ sub-allocation included \$100,000 from previously unallocated funding). Ms. Hynes’ project selections are listed below.

<b>Project Selections</b> <b>Mary Hynes, CTB Northern Virginia District Member</b>		
<b>Project Name</b>	<b>Jurisdiction</b>	<b>CTB District Member Selections</b>
Streetscape Phase 2A	Town of Clifton	\$453,259
Sager Avenue Sidewalk	City of Fairfax	\$424,000
City of Fairfax Bike Share	City of Fairfax	\$336,800
Shreveewood Elementary School - Safe Routes to School	Fairfax County	\$560,000
Bikeshare Stations	Town of Vienna	\$217,920
	<b>TOTAL</b>	<b>\$1,991,979</b>

Because the TPB’s planning area includes a small portion of Fauquier County, the TPB was asked to consider any TA Set-Aside applications in this area, which is not part of VDOT’s Northern Virginia District but instead lies within VDOT’s Culpeper District. VDOT received one application for this area from the Town of Warrenton. The TPB’s Selection Panel recommended full funding for this application.

## **PROJECT SELECTION**

The TPB is responsible for completing the second part of the selection process presented above. To determine funding recommendations, TPB staff invited representatives from the District of Columbia and Maryland to participate on the TPB’s selection panel. The panel met on February 3. Panel participants included:

- Christy Bernal, Maryland State Highway Administration
- Kelsey Bridges, District Department of Transportation
- Michael Farrell, COG/TPB Staff
- Jaleel Reed, COG Staff
- John Swanson, COG/TPB Staff

VDOT staff members Carol Bondurant and Heidi Mitter participated in the panel meeting and served as technical resources for the discussion.

Panel members individually reviewed and scored applications for a maximum of 100 points. The total score is a composite based on each reviewer's professional assessment (50 points) and regional selection criteria (50 points). The professional assessment is based on each panel member's transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria. Regional selection criteria included the following:

- *Focus on expanding transportation options (10 points):* Will the project significantly increase transportation options for pedestrians, bicyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- *Support for Regional Activity Centers (10 points):* Does the project enhance walkability and accessibility within or between the region's 141 Activity Centers? (Regional Activity Centers are places where jobs and housing are concentrated and it should be easy to walk, bike, or take transit.)
- *Access to high-capacity transit (10 points):* Will the project improve ped/bike access to transit facilities, such as Metrorail, VRE, or bus rapid transit?
- *Access in Equity Emphasis Areas (10 points):* Does the project promote accessibility for communities in Equity Emphasis Areas (EEAs)? (EEAs are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.)
- *Safe access to schools (5 points):* Does the project enhance safe ped/bike access to schools?
- *Increased access for people with disabilities (5 points):* Does the project promote accessibility for people with disabilities?

The panel met via WebEx on February 3. To provide a basis for discussion, each member provided their scores in advance of the meeting. Staff developed average scores for each project and ranked them by their average scores. The group discussed the projects in the ranked order and jointly determined whether to fund them. The final recommendations are the result of consensus and are not simply based on a sum of the panelists' individual scores.

At the end of the meeting on February 3, the selection panel recommended seven projects for funding. A table listing all the submitted applications and funding recommendations is attached to this memorandum.

The recommended projects will serve many of the TPB's regional key policies. Five projects are within or close to Regional Activity Centers and five are within or close to Equity Emphasis Areas. Three are in proximity to high-capacity transit. Two projects were previously the subject of planning studies funded through the TPB's Transportation Land-Use Connections (TLC) Program.

The panel determined that six of the seven recommended projects should receive 100% of the federal funding that was requested. One project, for crossing improvements on the W&OD Trail



in Loudoun County, was selected to receive \$1,157,162 out of a total funding request of \$2,204,118. The panel determined that it would be appropriate to fund this project on a partial basis because the application essentially comprised a package of eight geographically distinct crossing projects along the trail. VDOT staff concurred with the panel's decision to fund this application partially.

## **PROJECT DESCRIPTIONS**

### **Columbia Pike Complete Streets Improvements - Phase I, Fairfax County**

**\$780,000**

This project adds a sidewalk along the south side of Columbia Pike from Backlick Road to Tom Davis Drive and a crosswalk across Columbia Pike at Tom Davis Drive as the first phase in redesigning Columbia Pike along Complete Streets principles. The area is within the Annandale Regional Activity Center and is adjacent to multiple Equity Emphasis Areas. Prior planning for this project was funded through the TPB's Transportation Land-Use Connections (TLC) Program.

### **Orange Hunt Elementary School SRTS, Fairfax County**

**\$160,000**

The proposed project would improve the existing crosswalk at Huntsman Blvd between the path to Orange Hunt Elementary School and Spelman Drive by adding a pedestrian refuge island and curb extensions. The school serve approximately 800 children.

### **Central Elden Walkability Improvements, Town of Herndon**

**\$1,011,908**

This project seeks to improve pedestrian safety, accessibility and overall walkability of Central Elden Street between Center Street to the east, and just past School Street to the West, by reducing the existing width of travel lanes and utilizing roadway right of way to increase sidewalk width. The improvements will include reconstruction of the existing sidewalk to a continuous 5' wide sidewalk with brick pavers, construction of a grass strip between the sidewalk and curb, and the addition of ADA-compliant curb ramps. The project is adjacent to the Herndon Activity Center, is within an Equity Emphasis Area, and lies along a Fairfax Connector Bus Service Expansion.

### **W&OD Trail At-Grade Improvements, Loudoun County**

**\$1,157,162**

Loudoun County in 2017 evaluated 23 miles of the W&OD Trail. Safety improvements are recommended at crossings with a history of crashes or locations that intersect with roads with posted speeds of 35 mph or greater. The study designated eight crossing as highest priority, and the TPB selection panel has recommended funding for the top four of these crossings: Ashburn Road (\$34,034), Hirst Road (\$544,547), Smith Switch Road (\$544,547), and North Hatcher Avenue (\$34,034). Some of the crossings lie in proximity to Activity Centers, Equity Emphasis Areas, and future Silver Line stations.

### **Wellington Road Shared-Use Path Gap, City of Manassas**

**\$675,092**

Design and construction of 0.35-mile section of the Wellington shared-used path between Nokesville Road and Prince William Street will provide a safe connection over railroad tracks and complete the Wellington Road Shared Use path with an overall length of 3.6 miles. Completion of the trail will provide ped/bike access to schools and parks, the VRE station, and downtown Manassas (a regional Activity Center). It will also improve access for low income and minority communities by serving two Equity Emphasis Areas located along Wellington Road. The trail is a component of the draft National Capital Trails Network, which is tentatively scheduled to come before the TPB for approval this spring. Prior planning for this project was funded through the TPB's Transportation Land-Use Connections (TLC) Program.

### **Old Bridge Rd SW-Oakwood to Forest Hills Sidewalk & Pedestrian Improvements, Prince William County**

**\$1,360,000**

The proposed project will include the design and construction of a sidewalk along the north side of Old Bridge Road (Route 641) from Oakwood Drive (Route 2150) to Forest Hill Road (Route 2183). The proposed project involves the construction of approximately 700 feet of sidewalk along the north side of Old Bridge Road. The project is in proximity to two Equity Emphasis Areas and is a half mile from the Woodbridge Regional Activity Center.

### **Timber Fence Trail - Phase II, Town of Warrenton**

**\$407,112**

Managed by the Town of Warrenton, the proposed multi-use trail is a cooperative venture between the Town of Warrenton and Fauquier County Government. The Timber Fence Trail will provide at walkable, bikeable, alternative for citizens. Timber Fence Multi-Use Trail connection falls within eligible Transportation Alternatives by providing at 10' off-road trail with 2' shoulders. When completed, the multi-use trail will provide a crucial link in an existing larger trail system. Segment 2 will connect a local park, through adjacent neighborhoods, to the regional aquatic and recreation facility.

## **NEXT STEPS**

The TPB will be asked to approve the selection panel's recommendations on February 19, 2020. Following the board's action, TPB staff will forward information regarding the approved projects to VDOT for inclusion in the Commonwealth's Six Year Improvement Program (SYIP) for Transportation.

At its meeting on February 20, the CTB will consider whether to award funding, using the statewide TA Set-Aside funds, to the remaining Northern Virginia applications.

Once all selections are finalized, VDOT staff will work with applicants to administer funding.

**FY 2021-2022 Applications and Funding Recommendations for the  
Transportation Alternatives Set-Aside Program in Northern Virginia**

	<b>Project Name</b>	<b>Jurisdiction</b>	<b>Funding Request</b>	<b>TPB Selection Panel Recommendations</b>	<b>CTB District Member Selections</b>
1	Arlington Boulevard Trail Enhancements	Arlington County	\$2,000,000		
2	Seminary Road Sidewalk	City of Alexandria	\$800,000		
3	Sager Avenue Sidewalk	City of Fairfax	\$424,000		\$424,000
4	City of Fairfax Bike Share	City of Fairfax	\$336,800		\$336,800
5	Wellington Road Shared-Use Path Gap	City of Manassas	\$675,092	\$675,092	
6	Columbia Pike Complete Streets Improvements	Fairfax County	\$780,000	\$780,000	
7	Shreveewood Elementary School SRTS	Fairfax County	\$560,000		560,000
8	Bikeshare Expansion	Fairfax County	\$500,000		
9	Orange Hunt Elementary School SRTS	Fairfax County	\$160,000	\$160,000	
10	Mason Neck Trail	Fairfax County	\$800,000		
11	W&OD Trail At-Grade Improvements*	Loudoun County	\$2,204,118	\$1,157,162	
12	Yorkshire Lane Sidewalk	Prince William County	\$3,280,000		
13	Old Bridge Rd SW-Oakwood to Forest Hills Sidewalk and Pedestrian Improvements	Prince William County	\$1,360,000	\$1,360,000	
14	Streetscape Phase 2A	Town of Clifton	\$453,259		\$453,259
15	Central Elden Walkability Improvements	Town of Herndon	\$1,011,908	\$1,011,908	
16	East Broad Way 2A Streetscape Project	Town of Lovettsville	\$1,856,800		
17	Round Hill Greenway	Town of Round Hill	\$1,360,000		
18	BikeShare Stations	Town of Vienna	\$217,920		\$217,920
19	Glyndon Street NE Sidewalk	Town of Vienna	\$1,424,000		
20	Glyndon Street SE Sidewalk	Town of Vienna	\$1,936,000		
21	Pleasant Street SW Sidewalk	Town of Vienna	\$572,000		
22	Kenyon Road NE Trail	Town of Vienna	\$386,000		
23	Ayr Hill Ave and Center St N Sidewalks	Town of Vienna	\$1,440,000		
24	Timber Fence Trail - Phase II	Town of Warrenton	\$407,112	\$407,112	
		<b>TOTAL</b>	<b>\$24,945,009</b>	<b>\$5,551,274</b>	<b>\$1,991,979</b>
				\$ 5,579,514	\$ 2,100,000
				\$ 28,240	\$ 108,021
	* The first four (out of eight) priority crossings are recommended for funding.				





# FY 2021-2022 VIRGINIA TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM PROJECTS

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John Swanson  
TPB Transportation Planner

TPB Presentation  
February 19, 2020



National Capital Region  
Transportation Planning Board

Agenda Item #8

## Overview

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- TA Set Aside
- Virginia Selection Process
- TPB Selection Process
- FY 2021-2022 Project Recommendations
- Approve Resolution R9-2020
- Next Steps



National Capital Region  
Transportation Planning Board

Agenda Item #8: Virginia TA Set Aside  
February 19, 2020

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# TA Set Aside

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- **PURPOSE:** A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- **FEDERAL AUTHORIZATION**
  - MAP-21 (2012) – Established as the “Transportation Alternatives Program”
  - FAST Act (2015) - Renamed “Transportation Alternatives Set Aside”
- **TPB ROLE:** Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds

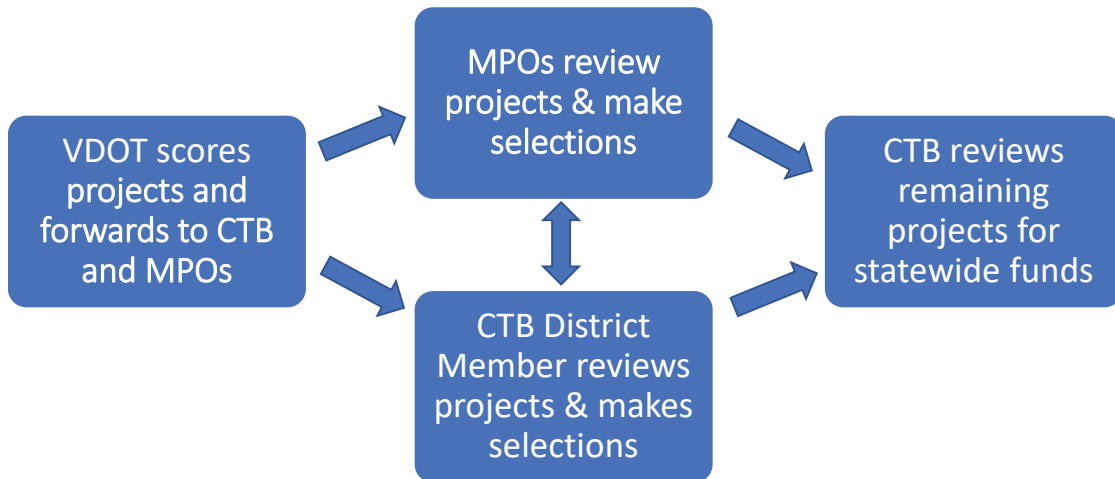
# Virginia: FY 2021-2022 Schedule

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- July 1, 2019      Pre-application deadline
- October 1        Application deadline
- January 6, 2020   VDOT application scores forwarded to TPB
- February 3        TPB selection panel develops recommendations
- February 19       TPB approval
- February 20       CTB finalizes funding

# Virginia Project Selection

- VDOT's Local Assistance Division oversees project solicitation & admin
- FY 2021-2022 project solicitation: May 2019 – October 2019
- Funds are split into three pots: CTB Districts, Large MPOs, & CTB statewide



# TPB Selection Process

- Selection Panel for Virginia applications included TPB staff, District Department of Transportation, and Maryland Department of Transportation. Staff from VDOT served as technical resources.
- Panel members individually scored projects:



- At the selection panel meeting on February 3, the average scores were used as a basis for discussion. However, the final recommendations were based on consensus.

# Regional Policies Criteria

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- Expanding Multimodal Transportation Options for Non-Drivers
- Supporting Regional Activity Centers
- Access to High-Capacity Transit
- Increased Access in Equity Emphasis Areas
- Safe Routes to School
- Increased Access for People with Disabilities

# FY 2021-2022 Project Recommendations

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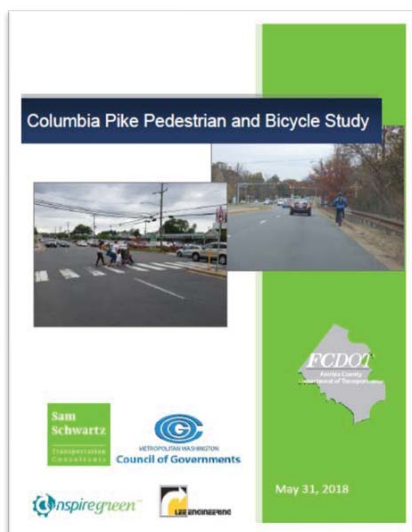
- TPB received \$24,945,009 in funding requests for 24 projects in Virginia for FY 2021 and FY 2022
- The TPB's TA Set-Aside sub-allocation was \$5,579,514
- Seven projects were recommended for funding for a total of \$5,551,274
- CTB Member Mary Hynes selected five projects for \$1,991,979



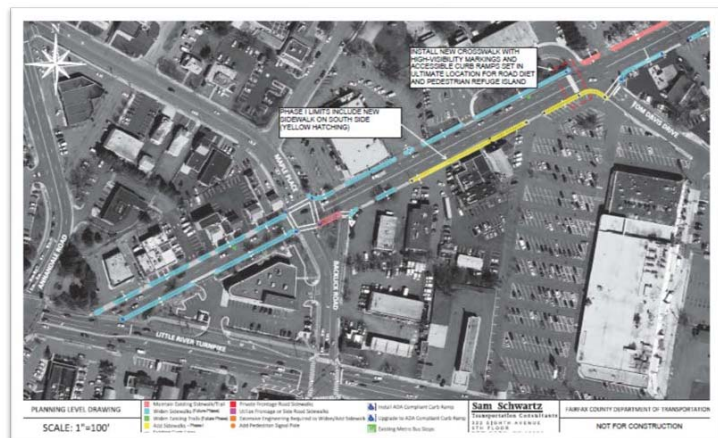
# FY 2021-2022 Project Recommendations

Project Name	Jurisdiction	Selection Panel Recommendations
Columbia Pike Complete Streets Improvements - Phase I	Fairfax County	\$780,000
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	<b>TOTAL</b>	<b>\$5,551,274</b>

## Columbia Pike Complete Streets Improvements



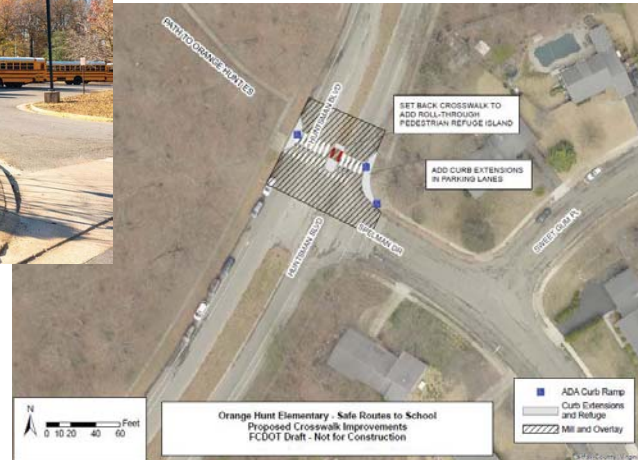
Fairfax County  
\$780,000



# Orange Hunt Elementary School – Safe Routes to School



Fairfax County  
\$160,000



# Central Elden Walkability Project

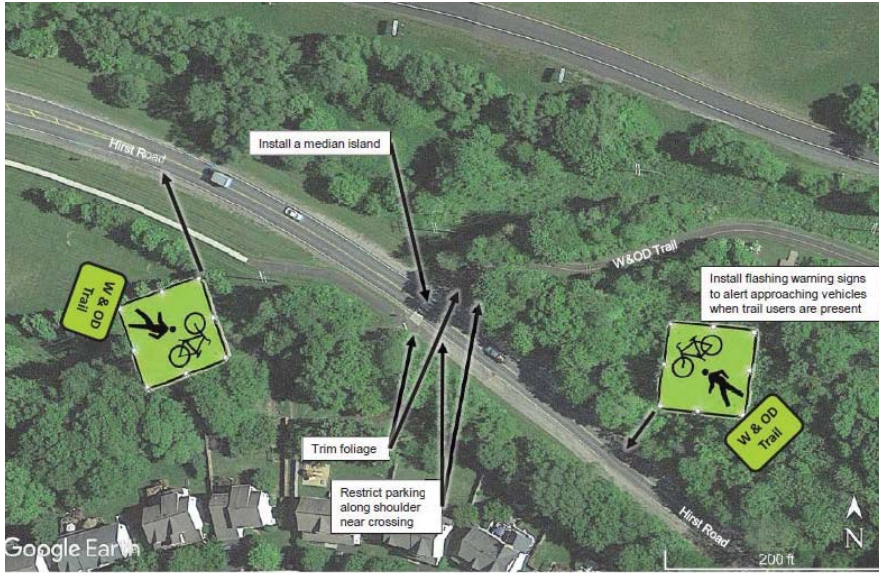


Town of Herndon  
\$1,011,908






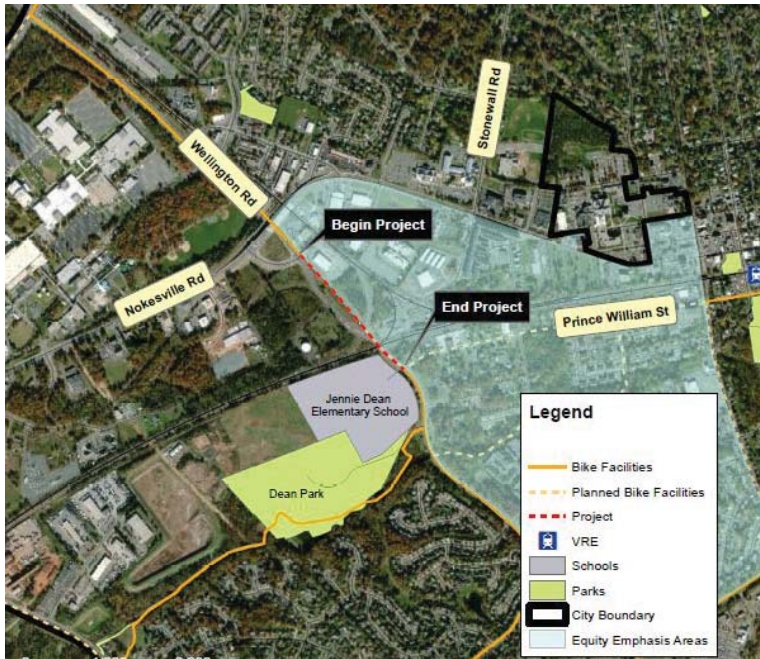
# W&OD Trail Crossing Improvements



Loudoun County  
\$1,157,162


 Kimley|Horn  
**W&OD Trail Crossings Study, Phase II**  
**Prioritization of the At-Grade Crossings**  
 Safety Improvements at Hirst Road  
 Trail Crossing #39  
 Figure 19

# Wellington Road Shared-Use Path



City of Manassas  
\$675,092

# Old Bridge Road



Prince William County  
\$1,360,000



# Timber Fence Trail – Phase II



Town of  
Warrenton  
\$407,112

# Project Recommendations

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- Approve Resolution R9-2020
- Next Steps

## John Swanson

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