

**ITEM 7 – Action  
March 21, 2024**

Approval of FY 2025 and FY 2026 TAP funding  
for Projects in Virginia

**Action:** Adopt Resolution R8-2024 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for FY 2025 and FY 2026 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.

TPB R8-2024  
March 21, 2024

**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 2025-2026**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, 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 related to 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 Network; and

**WHEREAS**, a solicitation for TA Set-Aside applications for FY 2025 and FY 2026 was conducted by the Virginia Department of Transportation between May 15 and October 3, 2023, with a pre-application deadline of June 30, 2023 and an application deadline of October 3, 2023; and

**WHEREAS**, the TPB's TA Set-Aside Selection Panel for Virginia met on February 20 and February 27, 2024 and recommended funding for 15 applications based on project readiness and eligibility and each project's ability to meet the regional selection criteria; and

**WHEREAS**, on March 1, 2024, the TPB Technical Committee was briefed on the recommended projects; and

**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 2025-2026 in Virginia, as described in the attached materials and as listed below:

Safe Routes to School Curb Extensions	Alexandria	\$870,935
Chain Bridge Road Shared Use Path	Fairfax, City of	\$2,098,314
Fern Street Neighborhood Connection	Fairfax, City of	\$285,119
Shreveewood ES SRTS	Fairfax Co	\$140,000
FCPS Non-Infrastructure SRTS Program	Fairfax Co	\$276,000
Lake Braddock SRTS	Fairfax Co	\$356,425
Central Elden Walkability Improvements	Herndon	\$2,500,000
N Berlin Pike Shared Use Path	Lovettsville	\$2,500,000
East Broad Way Sidewalk	Lovettsville	\$187,390
Manassas Drive Sidewalk Improvements	Manassas Park	\$378,251
Graham Park Road Sidewalk	Prince William Co	\$2,500,000
Colchester Road Sidewalk	Prince William Co	\$2,500,000
Lions Field Road Sidewalk	Prince William Co	\$2,500,000
G Street Sidewalk Improvements	Purcellville	\$1,085,487
Locust St Trail Improvements	Vienna	\$1,322,079
	<b>TOTAL</b>	<b>\$19,500,000</b>



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
 Kenneth Derryberry, Transportation Planning Intern  
**SUBJECT:** Projects recommended for funding in FY 2025-2026 in Virginia under the Transportation Alternatives Set-Aside Program  
**DATE:** March 14, 2024

**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 2025 and FY 2026 in Virginia, a total of \$19.5 million was made available for TPB decision-making. A selection panel has recommended funding for the projects listed below. The TPB will be asked to approve the recommendations on March 21, 2024.

Project Name	Applicant	Selection Panel Recommendations
Safe Routes to School Curb Extensions	Alexandria	\$870,935*
Chain Bridge Road Shared Use Path	Fairfax, City of	\$2,098,314
Fern Street Neighborhood Connection	Fairfax, City of	\$285,119
Shrewewood Elementary School SRTS	Fairfax Co.	\$140,000*
FCPS Non-Infrastructure SRTS Program	Fairfax Co.	\$276,000
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Central Elden Walkability Improvements	Herndon	\$2,500,000
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Manassas Drive Sidewalk Improvements	Manassas Park	\$378,251*
Graham Park Road Sidewalk	Prince William Co.	\$2,500,000
Colchester Road Sidewalk	Prince William Co.	\$2,500,000
Lions Field Road Sidewalk	Prince William Co.	\$2,500,000
G Street Sidewalk Improvements	Purcellville	\$1,085,487*
Locust St Trail Improvement	Vienna	\$1,322,079

\*In addition to these funds, the CTB district member will provide additional TAP funding to complete the grant award.

## **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), community improvements, historic preservation, 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 the Transportation Alternatives Set-Aside (TA Set-Aside) Program. The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), enacted in 2021, reaffirmed the federal commitment to the program and increased funding for it. 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 local technical assistance programs, including the Transportation Land Use Connections (TLC) Program, the Regional Roadway Safety Program, and the Transit Within Reach Program.

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.

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 DOTs to conduct the selection processes.

## **FY 2025-26 SOLICITATION FOR VIRGINIA**

VDOT conducts two-year solicitations for the TA-Set Aside. The most recent solicitation covers FY 2025 and FY 2026. Applicants were required to submit a pre-application, which had a deadline of June 30, 2023. The applications were due on October 3, 2023.

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, Equity Emphasis Areas, transit station access, the National Capital Trail Network, ADA, Safe Routes to School, and multimodal transportation options.

For the portion of Virginia in the TPB’s planning area, VDOT received 24 applications representing a total of \$38,866,422 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 provided with \$19,500,000 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 are provided with a suballocation from the statewide pot of funding for project selection in their districts;
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.

In the application review and selection process, TPB staff worked closely with CTB District Member for Northern Virginia, Mary Hynes, and in the end we decided to jointly fund several projects to most efficiently expend our combined suballocations.

Ms. Hynes’ project selections are listed below. Four of these projects will be jointly funded with funding allocated by the TPB to provide full grant awards. A fifth project, the Bush Hill Elementary School Safe Routes to School project, has been partially funded by Ms. Hynes with the anticipation that the remainder of the funding request may be provided through VDOT statewide TAP funds.

<b>Project Selections Mary Hynes, CTB Northern Virginia District Member</b>		
<b>Project Name</b>	<b>Jurisdiction</b>	<b>CTB District Member Funding</b>
Safe Routes to School Curb Extensions	Alexandria	\$1,000,000*
Shrewewood Elementary School SRTS	Fairfax County	\$1,000,000*
Manassas Drive Sidewalk Improvements	Manassas Park	\$1,000,000*
G Street Sidewalk Improvements	Purcellville	\$400,000*
Bush Hill Elementary School SRTS	Fairfax County	\$700,000
	<b>TOTAL</b>	<b>\$4,100,000</b>

\*In addition to these funds, it is anticipated that TPB will provide additional funding.

## **PROJECT SELECTION**

The TPB is responsible for completing the second part of the selection process presented above. To determine its funding recommendations, the TPB staff convened a selection panel whose members individually evaluated and scored the applications and then jointly determined recommendations. The panel met on February 20 and 27, 2024. Panel participants included:

- Shave Sarver, Maryland Department of Transportation
- Carlos Pazmino, District Department of Transportation
- Dan Hardy, retired planner/engineer (formerly with Montgomery County among other positions)
- Michael Farrell, COG/TPB Staff

John Swanson of COG/TPB staff facilitated the panel’s meetings. VDOT staff member Brittany Voll participated in the panel meetings and served as a technical resource for the discussion. Staff also conferred extensively with VDOT NOVA staffer Carol Bondurant throughout the process.

Prior to the panel meetings, individual panelists reviewed and scored applications for a maximum of 160 points. The total score for each project combined each reviewer's professional assessment (80 points) and regional selection criteria (80 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.

The regional selection criteria are listed below:

- *Improve roadway safety (Max 10 points):* Does the application make a compelling case that the project will reduce fatal and serious crashes on the region's roadways? Does the project have a focus on reducing pedestrian fatalities?
- *Expand transportation options (Max 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 (Max 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 and, in particular, in Transit Access Focus Areas (TAFAs) (Max 10 points):* Does the project improve pedestrian and bicycle access in high-capacity transit station areas, and in particular, in Transit Access Focus Areas? Nearly 300 high-capacity transit stations are anticipated in the region by 2045. The TAFAs are a subset of that list. The TAFAs comprise 49 high-capacity station areas that the TPB has prioritized as opportune locations for improving ped/bike access.
- *Access for low-income communities and people of color (Max 10 points):* Does the project promote accessibility for low-income communities and communities of color? In particular, is the project located in Equity Emphasis Areas (EEAs)? EEAs are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.
- *Support the National Capital Trail Network (Max 10 pts):* The project supports connections to and completion of the National Capital Trail Network, which is a regional trail network that the TPB approved in 2020.
- *Safe access to schools (10 points):* Does the project enhance safe ped/bike access to schools? (If you believe the project improves access to schools, you may still allocate points under this criterion, even if it is not specifically submitted as an SRTS project.)
- *Increased access for people with disabilities (10 points):* Does the project promote accessibility for people with disabilities?

The panel met via Microsoft Teams on February 20 and 27, 2024. 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 its final meeting, the selection panel recommended 15 projects for funding. A table listing all the submitted applications and funding recommendations is attached to this memorandum. Four projects – Alexandria SRTS, Shreveewood Elementary School SRTS (Fairfax County), Manassas Drive Sidewalk (Manassas Park), and G Street improvements (Purcellville) – will be jointly funded with CTB District Member Mary Hynes. The panel also endorses the Bush Hill Elementary School SRTS project in Fairfax County, which will be partially funded through Ms. Hynes' TAP funding allocation.

The projects recommended for TPB funding will serve many of the TPB's key regional policies. Eight of the projects are part of the National Capital Trail Network or are directly connected to it. Eight of the projects are within or close to Equity Emphasis Areas. Two are in proximity to high-capacity transit.

## **PROJECT DESCRIPTIONS**

### **Safe Routes to School Curb Extensions, Alexandria**

*\$870,935 (CTB District Member providing additional \$1,000,000)*

In a city where a significant number of children walk to school, this project will fund a variety of small improvements to improve crossings at six intersections near four schools. The project will build curb extensions, median refuge areas, accessible curb ramps, and high-visibility crosswalk markings to improve safety and comfort for students. The grant will implement recommendations from walk audits conducted in 2017 and will serve a variety of regional priorities, including equity and safety concerns.

### **Chain Bridge Road Shared Use Path, City of Fairfax**

*\$2,098,314*

This project will provide a safer and higher quality bike and pedestrian facility along Chain Bridge Road, a busy arterial that feeds into I-66. The project will build a shared-use path between existing trails, including a connection to the National Capital Trail Network's Custis/I-66 Trail. The project serves an Equity Emphasis area.

### **Fern Street Neighborhood Connection, City of Fairfax**

*\$285,119*

Utilizing city property, this project will connect commercial and residential areas lacking a paved ADA-accessible pathway. The project prioritizes bikes and pedestrians by building a trail instead of a road extension and supports small area plan recommendations by initiating a pedestrian priority corridor and providing links to potential mixed-use redevelopments.

### **Shreveewood Elementary School SRTS, Fairfax County**

*\$140,000 (CTB District Member providing additional \$1,000,000)*

In addition to making it safer to walk or bike to school, this project will expand safe access for kids to the W&OD Trail, a key link in the National Capital Trail Network. The project will add three new crosswalks with sidewalk or shared use path connections serving Shreveewood Elementary School and the W&OD Trail. The first will be at the intersection of Shreve Road and Fairwood Lane and will



include a pedestrian island. The second will cross Shreve Road in front of the school's driveway. The third crossing will be at the intersection of Virginia Avenue and Virginia Lane, just before the later intersects with Shreve Road just north of the elementary school. The project sits on the edge of an Equity Emphasis Area and will directly serve children in that community. This grant will complete a project started through a previous TPB TAP award.

#### **FCPS Non-Infrastructure SRTS Program, Fairfax County**

**\$276,000**

Funding an existing program serving 38,853 students in 42 schools, this grant will be used to educate students from K-12 on safe walking and biking, and will encourage active transportation for getting to school. The project will develop maps with suggested safe routes, safety education, bike rodeos, walk and bike to school days, monthly challenges with rewards, build a bike give a bike programs, and the development of park and walk programs for students who live beyond the walking zone.

#### **Lake Braddock SRTS, Fairfax County**

**\$356,425**

In front of the largest public school in all of Virginia, this project will improve pedestrian safety and connectivity across a major road and the school entrance. The grant will build ADA ramps, new marked crosswalks, and new pedestrian refuge islands.

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

**\$2,500,000**

This project will improve the safety, accessibility, and walkability of Herndon's main through-street by constructing ADA ramps and crosswalks, a widened sidewalk that moves around existing pole barriers, and a grass buffer. The site is adjacent to the Herndon Regional Activity Center, an Equity Emphasis Area, two schools, and the W&OD Trail.

#### **North Berlin Pike Shared Use Path, Lovettsville**

**\$2,500,000**

A key piece of the National Capital Trail Network, this project will construct an ADA-compliant 10-foot wide shared use path with an 8-foot grass buffer, improving pedestrian and bicyclist safety and comfort where no facilities currently exist. The project will provide an active transportation facility between housing developments and Lovettsville Town Square. The project will also improve bike access to Brunswick, Maryland, with its MARC station, which is just two and a half miles north of the project's northern terminus.

#### **East Broad Way Sidewalk, Lovettsville**

**\$187,390**

Part of a comprehensive package of planned pedestrian and bicycle improvements throughout the town of Lovettsville, this project will construct a short gap in sidewalk along East Broad Way and crosswalks to connect across the street to existing sidewalks. The project will improve connectivity to Lovettsville Town Square.

#### **Manassas Drive Sidewalk Improvements, Manassas Park**

**\$378,251 (CTB District Member providing additional \$1,000,000)**

Following up on a study funded through the TPB's TLC Program, this project will build a crucial sidewalk link across a rail line, connecting higher-density communities on both sides of the tracks. The project will significantly improve pedestrian connectivity between Park Central (recent mixed-use

development) and the Manassas Park VRE Station. In addition, it will provide a new ADA-accessible connection to the train station.

**Graham Park Road Sidewalk, Prince William County**

**\$2,500,000**

This project will fill a 1,624 foot missing gap of sidewalk on Graham Park Road and will include crosswalks and ADA curb ramps along the front of Graham Park Middle School. The project will serve students walking to and from school, as well as residents of garden apartments across the street. The project, which is in an Equity Emphasis Area, supports and implements the sidewalk portion of the Graham Park Road Diet, an RRSP study funded by the TPB in 2021.

**Lions Field Road Sidewalk, Prince William County**

**\$2,500,000**

Addressing strong local desire for kids to walk to school, this project will construct a 1,729-foot sidewalk to create a safe route to Triangle Elementary School. It will be built along a steep and curving road prone to high vehicle speeds that currently has ditches on either side preventing a walking path beside the road.

**Colchester Road Sidewalk, Prince William County**

**\$2,500,000**

This grant will improve safety and visibility in an Equity Emphasis Area by funding construction of a sidewalk along an area of desire paths with demonstrated foot traffic. Perhaps most significantly, it will add two crosswalk legs and new ramps to create a four-leg ADA compliant crossing at the intersection of two major roads. The project provides connections between retail and higher density townhomes, as well as schools.

**G Street Sidewalk Improvements, Purcellville**

**\$1,085,487 (CTB District Member providing additional \$400,000)**

Building a missing link of sidewalk on the route to Blue Ridge Middle School, this grant will complete a project that was funded in a previous TAP cycle. The project will construct pedestrian facilities along a road identified as a high priority connection for the Town. In addition to a new sidewalk, the project will construct ADA ramps.

**Locust St Trail Improvement, Vienna**

**\$1,322,079**

This project will replace existing sections of sidewalk with a 10-foot wide shared-use path and will alleviate drainage problems that frequently make the existing path unusable for extended periods. The trail provides direct access to the W&OD Trail, a key facility in the National Capital Trail Network.

**NEXT STEPS**

The TPB will be asked to approve the selection panel's recommendations on March 21, 2024. 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.

Later this spring, 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 2025-2026 Applications and Funding Recommendations for the  
Transportation Alternatives Set-Aside Program in Northern Virginia**

<b>Applicant</b>	<b>Project Name</b>	<b>Funding Request</b>	<b>TPB Selection Panel Recommendations</b>	<b>CTB District Member Selections</b>	<b>Total</b>
Alexandria	Safe Routes to School Curb Extensions	\$1,870,935	\$870,935	\$1,000,000	\$1,870,935
Alexandria	Rt1 and Slaters Ln Improvements	\$922,339			\$0
Fairfax Co.	Shreveewood ES SRTS	\$1,140,000	\$140,000	\$1,000,000	\$1,140,000
Fairfax Co.	FCPS Non-Infrastructure SRTS Program	\$276,000	\$276,000		\$276,000
Fairfax Co.	Lake Braddock SRTS	\$356,425	\$356,425		\$356,425
Fairfax Co.	Bush Hill ES SRTS	\$1,860,000		\$700,000	\$700,000
Fairfax Co.	Compton Road Walkway Shared Use Path	\$2,500,000			\$0
Fairfax Co.	Mason Neck Trail	\$1,700,000			\$0
Fairfax, City of	Fern Street Neighborhood Connection	\$285,119	\$285,119		\$285,119
Fairfax, City of	Chain Bridge Road Shared Use Path	\$2,098,314	\$2,098,314		\$2,098,314
Herndon	Central Elden Walkability Improvements	\$2,500,000	\$2,500,000		\$2,500,000
Loudoun Co.	Cascades Parkway Bike & Ped	\$2,000,000			\$0
Lovettsville	East Broad Way Sidewalk	\$187,390	\$187,390		\$187,390
Lovettsville	South Loudoun St - School Sidewalk	\$878,415			\$0
Lovettsville	N Berlin Pike Shared Use Path	\$2,500,000	\$2,500,000		\$2,500,000
Lovettsville	Berlin Turnpike Shared Use Path Lighting	\$719,810			\$0
Manassas Park	Manassas Drive Sidewalk Improvements	\$1,378,251	\$378,251	\$1,000,000	\$1,378,251
Prince William Co.	Graham Park Road Sidewalk	\$2,500,000	\$2,500,000		\$2,500,000
Prince William Co.	Lions Field Road Sidewalk	\$2,500,000	\$2,500,000		\$2,500,000
Prince William Co.	Colchester Road Sidewalk	\$2,500,000	\$2,500,000		\$2,500,000
Prince William Co.	Tayloe Drive Sidewalk	\$2,500,000			\$0
Purcellville	G Street Sidewalk Improvements	\$1,485,487	\$1,085,487	\$400,000	\$1,485,487
Vienna	Locust St Trail Improvement	\$1,707,937	\$1,322,079		\$1,322,079
Vienna Town	Mashie Drive SE Sidewalk	\$2,500,000			\$0
		<b>\$38,866,422</b>	<b>\$19,500,000</b>	<b>\$4,100,000</b>	<b>\$23,600,000</b>