

# National Capital Region Transportation Planning Board

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## MEMORANDUM

TO: TPB Technical Committee  
 FROM: Sarah Crawford, Transportation Planner  
 SUBJECT: Funding recommendations for regional project selection under the new federal Transportation Alternatives Program  
 DATE: June 28, 2013

In November and December 2012, TPB staff briefed the TPB on a proposed approach for establishing a regional program for project selection using suballocated funding through the new federal Transportation Alternatives (TA) Program. At its February 20 meeting the TPB approved an amendment to the FY 2013 Unified Planning Work Program (UPWP) which explicitly authorized the use of Transportation/ Land-Use Connections (TLC) Program funds to support TA Program activities.

This memo summarizes the competitive process the TPB used to solicit and select projects, the recommended projects for funding, and next steps for this regional program. At the TPB meeting on July 17, the TPB will be asked to approve projects for FY 2013 and FY 2014 in the District of Columbia and Maryland, and for FY 2014 in Virginia.

## Background

The Transportation Alternatives Program is a new formula program under MAP-21 that provides funding to projects considered “alternatives” to traditional highway construction. There is \$1.6 billion in TA Program funds available nationwide for FY 2013 and FY 2014 together. The TA Program combines three former federal programs: Transportation Enhancements (TE), Safe Routes to Schools (SRTS), and Recreational Trails (RTP). Eligible recipients include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts and agencies, and other appropriate local or regional governmental entities. Non-profits are not eligible to be direct recipients of the funds.

One of the key differences between the TA Program and the previous programs is that large MPOs play a new role in project selection for a portion of program funds that are suballocated to large metropolitan regions. MAP-21 specified that in urbanized areas with populations over 200,000, the metropolitan planning organization shall, “through a competitive process, select the TA projects in consultation with the State.”

The allocation and sub-allocation of TA Program funding is structured as follows:

- Each state is allocated a portion of TA funding based upon the state’s proportionate share of FY 2009 Transportation Enhancements funding.
- Within each state, the RTP funding is set aside.
- The remaining TA funding is suballocated as follows:
  - 50 percent of the funds are suballocated for statewide project selection.
  - 50 percent are suballocated to sub-state areas based on population:

- To large urbanized areas with populations larger than 200,000. The amount of funding allocated to each of these areas will be proportional to the size of its population. The MPOs in these areas will be responsible for project selection.
- To urban areas with populations between 5,001 and 200,000.
- To areas with populations of 5,000 or less.

### **Establishing the TA Program in the National Capital Region**

For the National Capital Region, this new program offers an opportunity to support and enhance regional planning activities. At the direction of the Board, TPB staff framed the region’s TA Program 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. Two applications were received during the solicitation propose to implement recommendations from a TLC study, as described in greater detail under the project recommendations below.

The funding also offers the region the ability to fund regional priorities and goals, possibly linked to recommendations that will be outlined in the Regional Transportation Priorities Plan. The TPB can promote transportation choices and options through explicit implementation of TPB Vision Goal #2: “Create a web of multi-modal transportation connections which provide convenient access between the regional core and regional activity centers, reinforcing existing transportation connections and creating new connections where appropriate.” TPB staff based a regional application and selection criteria on this and other goals in the TPB Vision, as well as strategies outlined for the TLC Program, and COG’s Region Forward initiatives.

### **Regional Solicitation**

TPB staff worked closely with the state departments of transportation to develop a coordinated approach to selecting projects for funding under the TA Program. TPB staff developed a regional application to better understand how each project addresses these regional goals. This two-page regional application was included as a component to the state’s formal TA Program applications. The regional application sought information about how a project would address a number of regional goals, including: accessibility of transportation facilities for all users; accessibility to transit and employment, including proximity to Regional Activity Center and rail; Safe Routes to School; and project coordination, including project origination in local planning efforts and public involvement.

| <b>FY 2013/2014 Regional TA Program Application Timeline</b> |   |
|--|---|
| March 1:   | Release project solicitation                            |
| March 22:  | Regional TA Program Application Workshop                |
| <b>May 15:</b>   | <b>Application deadline</b>                             |
| June:  | State and regional review of regional applications      |
| July 17:   | The TPB is scheduled to approve the TA Program projects |

TPB staff held a Regional TA Program application workshop on March 22; 28 people attended in person or via webinar. The purpose of the webinar was to provide information about eligible project sponsors, eligible activities, the solicitation timeline, and selection criteria. Staff from the Maryland Department of Transportation State Highway Administration (SHA) also participated in the workshop and provided information on the statewide TA Program solicitation, the Maryland Bikeways Program, and the RTP. The TPB mandated that applicants either participate in the webinar or schedule a one-on-one

consultation with TPB staff so that every applicant understood the eligibility requirements of the TA Program, as well as the complicated tri-state structure of the TPB's regional solicitation.

As such, the details of the solicitation varied by state:

#### Maryland

TPB staff worked with Maryland SHA staff and staff from other Maryland MPOs to develop a competitive process that would meet the state's requirements for information collected through TA applications, as well as address the priorities of the individual MPOs for this funding. SHA issued a project solicitation for statewide funding on behalf of the MPOs within Maryland. The solicitation included the application for statewide funding, as well as supplemental application materials for each of the participating MPOs. SHA staff participated in the Regional TA Program Application Workshop held on March 22. On May 15, SHA collected all Maryland applications and reviewed the applications for readiness and eligibility, providing feedback to TPB staff on eligible applications in the Washington region.

#### Virginia

The Virginia Department of Transportation (VDOT) decided to use FY 2013 funding to fund existing Transportation Enhancements (TE) projects that had previously been partially funded under that program. For FY2013, TE projects were selected and funded prior to the enactment of MAP-21. VDOT issued a solicitation for FY 2014 funds for existing TE projects with a deadline of February 1, 2013. The TPB concurred that its suballocation for FY 2013 would be used to fund existing TE projects, but chose to issue its own solicitation for its suballocation for new projects in FY 2014. The TPB worked with VDOT staff to develop a statewide application for the TPB's project solicitation. This revised application included the new TA Program project eligibility requirements, as well as project-related information that VDOT would need to determine each project's readiness. The TPB's solicitation on March 1 called for new projects under the TA Program, but also allowed the existing TE applicants that were submitted under VDOT's FY 2014 solicitation to submit a regional application form for consideration as part of the suballocated Virginia funding. The Commonwealth Transportation Board (CTB) approved projects for statewide funding on June 19, 2013.

#### District of Columbia

TPB staff worked with the District Department of Transportation (DDOT) to develop an application for DC projects to be selected through the TPB using suballocated funding. The TPB released its regional TA Program solicitation after confirming with DDOT that the TPB would seek applications for the suballocated funding, but provide DDOT with any additional applications beyond the suballocated funding limit. Because the interim federal guidance was unclear regarding DDOT's eligibility as a potential applicant for suballocated funding, the applications that were submitted for the TPB's consideration feature other agencies as primary applicants with DDOT identified as the applicants' partner.

### **Selection Criteria and Selection Process**

TPB staff developed selection criteria that complement the regional application and are rooted in TPB policies and program, including the TPB Vision, the TLC Program, COG's Region Forward, and recommendations from the TPB Access for All (AFA) Advisory Committee and the TPB Citizens Advisory Committee. The following selection criteria were applied to all projects with the understanding that

some projects would only meet some criteria. All applicants were encouraged to showcase how a project best meets a given criterion:

- Support a broad range of transportation choices within the region that maximize mobility and transportation options for non-drivers
- Improve access within and between Regional Activity Centers
- Collaboration and public involvement
- ADA accessibility and location within disadvantaged communities (*per AFA request*)
- Safe Routes to School
- Environmental mitigation, historic preservation, and other eligible activities
- Match funding; innovation

The selection process presented to the TPB at its February 20 meeting called for the establishment of a regional TA Program Selection Panel review that would recommend projects to the TPB for approval. The Selection Panel would be chaired by non-voting TPB member Julia Koster of the National Capital Planning Commission, also chair of the TLC Selection Panel. She would be joined by representatives from the state departments of transportation, transportation industry experts, and, as needed based on applications received, professionals with knowledge covering the vast range of eligible activities (such as environmental mitigation, Safe Routes to School, and historic preservation, among others).

As described in greater detail below, the TPB received as many applications as it had funding for each state's suballocation. Therefore, the formal selection panel was not convened. Instead, TPB staff reviewed with Ms. Koster the funding requests. It was determined that all of the applications met some or all of the selection criteria and that no project should be removed from consideration based on the regional selection criteria alone.

TPB staff consulted with staff at each of the state departments of transportation, who reviewed their respective applications for eligibility and readiness. DDOT staff deemed all applications eligible and ready. Maryland SHA expressed concern that the two projects submitted in Maryland did not contain enough detail in the 30% design plans submitted and that some of the proposed activities may not be eligible under the TA Program. Upon concurrence from SHA staff, TPB staff will likely recommend partially funding both applications submitted by Takoma Park. VDOT staff deemed all projects eligible and ready.

### **Funding and Project Recommendations**

Below is a summary of the funding levels and project recommendations for each state-level jurisdiction. For more information about the projects, please see Attachment A.

District of Columbia

The TPB's suballocated portion of funding for use in the District of Columbia for FY 2013 and FY 2014 is \$2.3 million. The projects recommended for funding and outlined below fully expend this money.

| Contact Agency   | Project  | Funding Request | Funding Recommended | Percent Match |
|--|--|-----------------|---------------------|---------------|
| District Department of the Environment                     | Green Alleys   | \$950,000       | \$950,000           | 21%           |
| District Department of the Environment                     | Hazard Tree Removal  | \$416,000       | \$416,000           | 20%           |
| District Department of the Environment                     | Permeable Sidewalks  | \$400,000       | \$400,000           | 20%           |
| District Department of the Environment                     | Planting Space Creation and Expansion                                | \$328,048       | \$327,928           | 20%           |
| National Park Service                                      | Multi-Use Trail Improvements: 14th Street Bridge to East Basin Drive | \$206,072       | \$206,072           | 20%           |
| District of Columbia Funding Requested                     |  | \$2,300,120     |                     |               |
| District of Columbia Funding Available (FY 2014 & FY 2014) |  | \$2,300,000     |                     |               |
| District of Columbia Funding Recommendation                |  | \$2,300,000     |                     |               |
| Funding Carryover to FY 2015                               |  | \$0             |                     |               |

Maryland

The TPB's suballocated portion of funding for use within the MPO planning area in Maryland for FY 2013 and FY 2014 is \$3.28 million. Based on input from Maryland SHA, TPB staff will likely recommend partially funding both projects for a variety of reasons, including activity eligibility, existing conditions, and match funding supplied. The precise funding amount will be determined by July 11.

| Applicant Jurisdiction                            | Project                            | Funding Request | Funding Recommended | Percent Match | Notes   |
|---|------------------------------------|-----------------|---------------------|---------------|---|
| City of Takoma Park                               | Ethan Allen Gateway Streetscape    | \$1,422,323     | \$1,422,323         | 41%           | This project may be partially funded at the request of Maryland SHA |
| City of Takoma Park                               | Flower Avenue Green Street Project | \$1,040,330     | \$1,040,330         | 47%           | This project may be partially funded at the request of Maryland SHA |
| Maryland Funding Requested                        |                                    | \$2,462,653     |                     |               |   |
| Maryland Funding Available (FY 2013 & FY 2014)    |                                    | \$3,275,000     |                     |               |   |
| Maryland Funding Recommendation                   |                                    | \$2,462,653     |                     |               |   |
| Funding available for second FY 2014 solicitation |                                    | \$812,347       |                     |               |   |

Virginia

The TPB's suballocated portion of funding for use within the MPO planning area in Virginia for FY 2014 is \$2.44 million. The projects recommended for funding and outlined below do not expend this money. The TPB will carry over \$388,078 to FY 2015.

The Commonwealth Transportation Board (CTB) approved funds for three of the projects under the VDOT FY 2014 TA Program project solicitation, which is noted in the table below. Additionally, two of the projects recommended for funding will implement recommendations of TLC projects.

| <b>Applicant Jurisdiction</b>             | <b>Project</b>   | <b>Funding Request</b> | <b>Funding Recommended</b> | <b>Percent Match</b> | <b>Notes</b>                             |
|---|--|------------------------|----------------------------|----------------------|--|
| Arlington County                          | Rosslyn-Ballston Corridor Accessibility Improvements   | \$180,000              | \$180,000                  | 20%                  | This project will implement a TLC study. |
| National Park Service                     | Improvements to the Mount Vernon Trail at Theodore Roosevelt Island Trailhead (Arlington County) | \$400,000              | \$400,000                  | 20%                  |  |
| City of Fairfax                           | Fairfax Mason to Metro Bicycle Route   | \$40,000               | \$40,000                   | 20%                  |  |
| Northern Virginia Regional Park Authority | Pickett Road Trail Underpass (City of Fairfax)   | \$149,840              | \$149,840                  | 20%                  |  |
| Fairfax County                            | Reston Bike Share Infrastructure Support   | \$400,000              | \$400,000                  | 20%                  | This project will implement a TLC study. |
| Fairfax County                            | Cross County Trail: Lorton   | \$400,000              | \$280,653                  | 20%                  | The CTB partially funded this project.   |
| Town of Haymarket                         | Town of Haymarket Route 55 Washington Street Enhancement Project                                 | \$315,792              | \$30,792                   | 20%                  | The CTB partially funded this project.   |
| Prince William County                     | Powells Creek Pedestrian Footbridge and Sidewalk Connection on Jefferson Davis Highway (Route 1) | \$568,000              | \$568,000                  | 20%                  |  |
| Town of Purcellville                      | Purcellville Downtown Streetscapes Enhancement   | \$68,000               | \$0                        | 20%                  | The CTB fully funded this project.       |
| Virginia Funding Requested                |  | \$2,521,632            |                            |                      |  |
| Virginia Funding Available (FY 2014)      |  | \$2,437,363            |                            |                      |  |
| Virginia Funding Recommendation           |  | \$2,049,285            |                            |                      |  |
| Funding Carryover to FY 2015              |  | \$388,078              |                            |                      |  |

## **Next Steps and Lessons Learned**

In future funding years, the TPB will follow the state's individual schedules and issue its solicitations for regional TA Program funding in partnership with each DOT. This will provide greater clarity for applicants within each jurisdiction, as an applicant will only have to submit under one solicitation to be considered for both the statewide and suballocated TA funding.

The TPB will likely participate in MDOT's reissuance of its FY 2014 project solicitation to identify projects for the remaining FY 2014 funding in Maryland. TPB Staff will work individually with DDOT and MDOT to determine an approach for project solicitation for FY 2015.

VDOT tentatively plans to issue a call for TA Program applications for FY 2015 in August, with a tentative due date of November 1, 2013. TPB staff recommends participating in this project solicitation by providing the TPB's regional application as a supplement to the statewide application. TPB staff will work closely with VDOT staff during the solicitation and will publicize the solicitation to regional partners in Virginia. TPB staff will also work with VDOT staff during the review of applications to coordinate selection for regional and statewide funding. TPB staff has been asked by VDOT's Local Assistance Division to speak on a panel discussion at the Local Programs Statewide Conference in September to highlight an MPO's perspective on regional implementation of the TA Program.

TPB staff has been asked by the Safe Routes to School National Partnership to participate in a symposium this fall on best practices for Safe Routes to School (SRTS) and funding opportunities. The TPB did not receive any applications for SRTS eligible activities. Our partners have hypothesized that this is due to the fact that the states have remaining FY 2013 SAFETEA-LU SRTS funding, for which applicants likely applied. It is anticipated that TPB staff and regional partners will need to more effectively publicize future rounds of the TA Program to SRTS eligible applicants, as well as informing them of changes in the SRTS program.

This is a new program and there have been changes in the sponsor and project eligibilities from the three previous SAFETEA-LU programs: Transportation Enhancements, Safe Routes to School, and Recreational Trails. This may have made potential applicants hesitant to participate in the first solicitation. TPB staff can better advertise the solicitation in the future and work more closely with potential applicants to develop applications. TPB staff will participate in state-sponsored TA Program workshops within the region and, as appropriate, hold a regional workshop specifically to highlight the regional goals the TPB hopes to achieve through this program.

Lastly, the partnerships that have been built through this process are critical to the regional TA Program. TPB staff has worked closely with staff from the state departments of transportation to design and implement this new program and suballocated funding streams at the regional level. DOT staff has been very helpful in assisting TPB staff gain a better understanding of the previous programs and how changes under the TA Program would impact potential applicants. The collaborative nature of these relationships forms a strong foundation for future rounds of the TA Program.

**National Capital Region Transportation Alternatives Program**  
**Applications for Regional Funding - FY 2013 & FY 2014**  
**DISTRICT OF COLUMBIA**

|   | <b>Applicant Jurisdiction</b> | <b>Contact Agency</b>                  | <b>Project</b>   | <b>Project Description</b>  | <b>Funding Request</b> | <b>Funding Recommended</b> | <b>Percent Match</b> | <b>Notes</b>             |
|---|-------------------------------|--|--|---|------------------------|----------------------------|----------------------|--------------------------|
| 1 | District of Columbia          | District Department of the Environment | Green Alleys   | The Green Alley project will continue the efforts of the District of Columbia to construct alleys using permeable pavement to capture, store, and infiltrate water falling on the alley before it flows into the sewer system.  | \$950,000              | \$950,000                  | 21%                  |                          |
| 2 | District of Columbia          | District Department of the Environment | Hazard Tree Removal  | The project will remove dead, dying, diseased, or other hazardous trees from the right-of-way of the streets of the District of Columbia, ensuring that sidewalks and other pedestrian routes are safer.  | \$416,000              | \$416,000                  | 20%                  |                          |
| 3 | District of Columbia          | District Department of the Environment | Permeable Sidewalks  | The project will replace existing sidewalk segments that have been damaged by tree roots with a permeable flexible rubber sidewalk that will reduce stormwater runoff, improve tree health, eliminate tripping hazards, and improve accessibility of sidewalks.   | \$400,000              | \$400,000                  | 20%                  |                          |
| 4 | District of Columbia          | District Department of the Environment | Planting Space Creation and Expansion                                | The project will create new planting locations and expand existing locations for street trees in the right-of-way. The project will also plant trees in the tree boxes that have been created.  | \$328,048              | \$327,928                  | 20%                  | Reduce funding by \$120. |
| 5 | National Park Service         | National Mall and Memorial Parks       | Multi-Use Trail Improvements: 14th Street Bridge to East Basin Drive | The project will improve the existing multi-use trail from the 14th Street Bridge to East Basin Drive. The trail is a primary commuter route for bicyclists and pedestrians from Virginia, and is used by tourists accessing the Jefferson Memorial. There is a bikeshare station located at the intersection of East Basin Drive and the trail. The project will widen and repave the trail, add safety enhancements, increase the width of crosswalk ramps, relocate utilities and signage from within the trail alignment. | \$206,072              | \$206,072                  | 20%                  |                          |

**District of Columbia Funding Requested      \$2,300,120**

**District of Columbia Funding Available (FY 2013 & FY 2014)      \$2,300,000**

District of Columbia Funding Recommendation      **\$2,300,000**

Funding Carryover to FY 2015      \$0



**National Capital Region Transportation Alternatives Program  
Applications for Regional Funding - FY 2013 & FY 2014**

**MARYLAND**

|   | <b>Applicant Jurisdiction</b> | <b>Contact Agency</b>             | <b>Project</b>                     | <b>Project Description</b>   | <b>Funding Request</b> | <b>Funding Recommended</b> | <b>Percent Match</b> | <b>Notes</b>  |
|---|-------------------------------|-----------------------------------|------------------------------------|--|------------------------|----------------------------|----------------------|---|
| 1 | City of Takoma Park           | Housing and Community Development | Ethan Allen Gateway Streetscape    | Install traffic calming measures by reducing road space devoted to cars, widen existing sidewalks and pedestrian refuge islands, build new sidewalk connections to protect and invite greater pedestrian use. The project will reduce crossing distances at major intersections. The project will install bike lanes. The project will install pedestrian lighting and improve bus stops with new shelters and amenities. The project will manage and treat stormwater with ESD. | \$1,422,323            | \$1,422,323                | 41%                  | This project may be partially funded at the request of Maryland SHA |
| 2 | City of Takoma Park           | City of Takoma Park               | Flower Avenue Green Street Project | Improve pedestrian movement by installing ADA-compliant sidewalks and crosswalks, and traffic calming measures, also improving access to bus service. Enhance safety by installing energy efficient street lighting. Install low impact design stormwater management facilities as environmental mitigation to address runoff into Sligo Creek and Long Branch Creek.  | \$1,040,330            | \$1,040,330                | 47%                  | This project may be partially funded at the request of Maryland SHA |

**Maryland Funding Requested      \$2,462,653**

**Maryland Funding Available (FY 2013 & FY 2014)      \$3,275,000**

**Maryland Funding Recommendation      \$2,462,653**

Funding Available for second FY 2014 Solicitation      \$812,347

**National Capital Region Transportation Alternatives Program**  
**Applications for Regional Funding - FY 2014**  
**VIRGINIA**

|   | <b>Applicant Jurisdiction</b> | <b>Contact Agency</b>   | <b>Project</b>   | <b>Project Description</b>   | <b>Funding Request</b> | <b>Funding Recommended</b> | <b>Percent Match</b> | <b>Notes</b>                             |
|---|-------------------------------|---|--|--|------------------------|----------------------------|----------------------|--|
| 1 | Arlington County              | Arlington Department of Environmental Services, Transportation Division | Rosslyn-Ballston Corridor Accessibility Improvements   | The project reconstructs non-functional street elements with the goal of making the Rosslyn-Ballston Corridor completely accessible for all users. A 2012 TLC study found that 213 of the 3,614 assessed street elements in the corridor were to be non-functional for persons with disabilities. The corridor is home to 29,000 households and has over 22 million square feet of office space. It also includes five Metrorail stations with more than 44,000 daily users. | \$180,000              | \$180,000                  | 20%                  | This project will implement a TLC study. |
| 2 | Arlington County              | National Park Service   | Improvements to the Mount Vernon Trail at Theodore Roosevelt Island Trailhead                    | The project will realign and widen the northern terminus of the Mount Vernon Trail, resurface the trailhead parking lot; separate the trail from the parking lot with a grade separation; and install bike racks, directional and interpretive signage, and water fountains. The goal of the project is to improve trail user safety through improvements to the Mount Vernon Trail trailhead, which is the convergence of several significant regional trails.              | \$400,000              | \$400,000                  | 20%                  |  |
| 3 | City of Fairfax               | City of Fairfax Department of Transportation                            | Fairfax Mason to Metro Bicycle Route   | Develop a backbone bicycle route through the City and into Fairfax County to connect George Mason University with the Vienne Metrorail Station. The project aims to increase and improve bicycle and pedestrian travel between major hubs of activity in the City of Fairfax, Fairfax County, and George Mason University.   | \$40,000               | \$40,000                   | 20%                  |  |
| 4 | City of Fairfax               | Northern Virginia Regional Park Authority                               | Pickett Road Trail Underpass   | Install a 12 foot wide concrete trail under the existing Pickett Road bridge over Accotink Creek, and construct asphalt trail segments to connect the underpass to the existing City of Fairfax trail system. Install two culverts to convey existing storm drainage outfalls under the proposed trail, and install wayfinding signage.  | \$149,840              | \$149,840                  | 20%                  |  |
| 5 | Fairfax County                | Fairfax County Department of Transportation                             | Reston Bike Share Infrastructure Support   | Improve infrastructure in Reston to support a Reston Bikeshare Program. In a 2010 TIGER grant, Fairfax DOT identified preliminary locations for bike stations in Reston.   | \$400,000              | \$400,000                  | 20%                  | This project will implement a TLC study. |
| 6 | Fairfax County                | Fairfax County Department of Transportation                             | Cross County Trail - Lorton  | The proposed section of the Cross County Trail in Lorton will traverse the Lorton Arts Foundation property and connect Occoquan Regional Park and the Laurel Hill Greenway   | \$400,000              | \$280,653                  | 20%                  | The CTB partially funded this project.   |
| 7 | Town of Haymarket             | Town of Haymarket   | Town of Haymarket Route 55 Washington Street Enhancement Project                                 | The project will provide 5-foot on-street bike lanes and 5-foot brick sidewalks on each side of the road. The project extends the bike lanes and brick sidewalks that are already available in the center of Town out toward the housing developments on the east side of the Town.  | \$315,792              | \$30,792                   | 20%                  | The CTB partially funded this project.   |
| 8 | Prince William County         | Prince William County Department of Transportation                      | Powells Creek Pedestrian Footbridge and Sidewalk Connection on Jefferson Davis Highway (Route 1) | Connect a missing sidewalk section with 250 feet of new sidewalk and a 100 foot pedestrian footbridge over Powells Creek along Route 1. Pedestrians currently navigate this segment by walking in travel lanes. The funding request covers all phases of the project from engineering survey and design through to construction of the sidewalk, bridge, street lights, as well as utility relocation and environmental mitigation.  | \$568,000              | \$568,000                  | 20%                  |  |
| 9 | Town of Purcellville          | Town of Purcellville  | Purcellville Downtown Streetscapes Enhancement   | The project will construct new and compliant sidewalks and also relocate 3 utility poles that current block a portion of the eastern sidewalk as well as detract aesthetically from the street.  | \$68,000               | \$0                        | 20%                  | The CTB fully funded this project.       |

**Virginia Funding Requested \$2,521,632**

**Virginia Funding Available (FY 2014) \$2,437,363**

**Virginia Funding Recommendation \$2,049,285**

Funding Carryover to FY 2015 \$388,078




**TRANSPORTATION ALTERNATIVES PROGRAM  
FOR THE NATIONAL CAPITAL REGION**

**FY 2013 and 2014  
Transportation Alternatives Program  
Project Selection Process and  
Funding Recommendations**

TPB Technical Committee  
June 28, 2013

Sarah Crawford  
Transportation Planner



**Basic Facts: The Transportation  
Alternatives (TA) Program**

- A new formula program under MAP-21
- \$808 million in Federal FY 2013 nationwide
- Provides funding to projects considered “alternatives” to traditional highway construction
- Combines three former programs:
  - Transportation Enhancements (TE)
  - Safe Routes to School (SRTS)
  - Recreational Trails (RTP)
- Largely maintains eligibility from the earlier programs
- Large MPOs will play new role in project selection for those program funds that are suballocated to large metropolitan regions.

[Overview](#)   [Selection](#)   [Projects](#)   [Next Steps](#)   2

## Opportunities for Our Region

Fund regional priorities and goals

- Promote transportation choices and options
- Promote regional activity centers

Complement regional planning activities

- Transportation/Land-Use Connections (TLC) Program
- Regional Transportation Priorities Plan
- Region Forward



[Overview](#)

[Selection](#)

[Projects](#)

[Next Steps](#)

3

## Regional Solicitation

The FY 2013/2014 regional TA Program application timeline was as follows:

- March 1, 2013: Release project solicitation
- March 22: Regional TA Program Application Workshop
- May 15: Application deadline**
- June: State and regional review of regional applications
- July 17: The TPB is scheduled to approve the TA Program projects



[Overview](#)

[Selection](#)

[Projects](#)

[Next Steps](#)

4

## Regional Solicitation

Applicants seeking regional TA funding completed a supplemental application that addressed regional goals:

- Accessibility for all users
  - Broaden regional mobility choices
  - Create safer transportation facilities
- Accessibility to Transit and Employment
  - Proximity to Regional Activity Centers and Metrorail
- Safe Routes to School
- Project Coordination
  - Origination in local planning efforts
  - Public Involvement



[Overview](#)

[Selection](#)

[Projects](#)

[Next Steps](#)

5

## Regional Selection Criteria

The regional TA Program selection criteria are rooted in TPB policies and programs:

- The TPB Vision
- Strategies outlined as part of the Transportation/Land-Use Connections (TLC) Program
- The COG Region Forward initiative
- Recommendations from the TPB Access for All Advisory Committee and Citizens Advisory Committee



[Overview](#)

[Selection](#)

[Projects](#)

[Next Steps](#)

6

## Regional Selection Criteria

Projects should strive to meet as many criteria as possible:

- Support a broad range of transportation choices within the region that maximize mobility and transportation options for non-drivers
- Improve access within and between Regional Activity Centers
- Collaboration and public involvement
- ADA accessibility and disadvantaged communities
- Safe Routes to School
- Environmental mitigation, historic preservation, and other eligible activities
- Match funding; innovation



[Overview](#)

[Selection](#)

[Projects](#)

[Next Steps](#)

7

## Regional Project Selection

As outlined in the federal guidance, the TPB conducted a competitive process and selected projects in consultation with the states:

- The states reviewed the projects for readiness and eligibility, and provided feedback to TPB staff.
- TPB staff reviewed the applications with regional TA Program selection panel chair, Julia Koster. It was determined that all projects met regional selection criteria and all projects should be recommended for funding.



[Overview](#)

[Selection](#)

[Projects](#)

[Next Steps](#)

8

## Regional Funding Suballocations

### District of Columbia

- FY 2013 and FY 2014: **\$2.3 million**

### Maryland

- FY 2013 and FY 2014: **\$3.28 million**

### Virginia

- FY 2014: **\$2.44 million**

The TPB does not intend to use its TA Program suballocated funding for planning.

- Planning assistance is available regionally through the TLC Program.
- States may use TA Program funding for planning.



[Overview](#)

[Selection](#)

[Projects](#)

[Next Steps](#)

9

## District of Columbia Projects

| Contact Agency   | Project  | Funding Request | Funding Recommended | Percent Match |
|--|--|-----------------|---------------------|---------------|
| District Department of the Environment                     | Green Alleys   | \$950,000       | \$950,000           | 21%           |
| District Department of the Environment                     | Hazard Tree Removal  | \$416,000       | \$416,000           | 20%           |
| District Department of the Environment                     | Permeable Sidewalks  | \$400,000       | \$400,000           | 20%           |
| District Department of the Environment                     | Planting Space Creation and Expansion                                | \$328,048       | \$327,928           | 20%           |
| National Park Service                                      | Multi-Use Trail Improvements: 14th Street Bridge to East Basin Drive | \$206,072       | \$206,072           | 20%           |
| District of Columbia Funding Requested                     |  | \$2,300,120     |                     |               |
| District of Columbia Funding Available (FY 2013 & FY 2014) |  | \$2,300,000     |                     |               |
| District of Columbia Funding Recommendation                |  |                 | \$2,300,000         |               |
| Funding Carryover to FY 2015                               |  |                 | \$0                 |               |



[Overview](#)

[Selection](#)


[Projects](#)

[Next Steps](#)

10

## Maryland Projects


| Applicant Jurisdiction  | Project                            | Funding Request | Funding Recommended | Percent Match | Notes   |
|---|------------------------------------|-----------------|---------------------|---------------|---|
| City of Takoma Park   | Ethan Allen Gateway Streetscape    | \$1,422,323     | \$1,422,323         | 41%           | This project may be partially funded at the request of Maryland SHA |
| City of Takoma Park   | Flower Avenue Green Street Project | \$1,040,330     | \$1,040,330         | 47%           | This project may be partially funded at the request of Maryland SHA |
| Maryland Funding Requested  |                                    | \$2,462,653     |                     |               |   |
| Maryland Funding Available (FY 2013 & FY 2014)                      |                                    | \$3,275,000     |                     |               |   |
| Maryland Funding Recommendation                                     |                                    | \$2,462,653     |                     |               |   |
| Funding Available for second FY 2014 Solicitation with Maryland SHA |                                    | \$812,347       |                     |               |   |


Overview
Selection
Projects
Next Steps
11

## Virginia Projects

| Applicant Jurisdiction                    | Project  | Funding Request | Funding Recommended | Percent Match | Notes                                   |
|---|--|-----------------|---------------------|---------------|---|
| Arlington County                          | Rosslyn-Ballston Corridor Accessibility Improvements   | \$180,000       | \$180,000           | 20%           | This project will implement a TLC study |
| National Park Service                     | Improvements to the Mount Vernon Trail at Theodore Roosevelt Island Trailhead (Arlington County) | \$400,000       | \$400,000           | 20%           |   |
| City of Fairfax                           | Fairfax Mason to Metro Bicycle Route   | \$40,000        | \$40,000            | 20%           |   |
| Northern Virginia Regional Park Authority | Pickett Road Trail Underpass (City of Fairfax)   | \$149,840       | \$149,840           | 20%           |   |
| Fairfax County                            | Reston Bike Share Infrastructure Support   | \$400,000       | \$400,000           | 20%           | This project will implement a TLC study |
| Prince William County                     | Powells Creek Pedestrian Footbridge and Sidewalk Connection on Jefferson Davis Highway (Route 1) | \$568,000       | \$568,000           | 20%           |   |

(Page 1 of 2)



Overview
Selection
Projects
Next Steps
12



## Virginia Projects

| Applicant Jurisdiction                        | Project  | Funding Request | Funding Recommended | Percent Match | Notes                                  |
|---|--|-----------------|---------------------|---------------|--|
| Fairfax County                                | Cross County Trail: Lorton                                       | \$400,000       | \$280,653           | 20%           | The CTB partially funded this project. |
| Town of Haymarket                             | Town of Haymarket Route 55 Washington Street Enhancement Project | \$315,792       | \$30,792            | 20%           | The CTB partially funded this project. |
| Town of Purcellville                          | Purcellville Downtown Streetscapes Enhancement                   | \$68,000        | \$0                 | 20%           | The CTB fully funded this project.     |
| Northern Virginia Funding Requested           |  | \$2,521,632     |                     |               |  |
| Northern Virginia Funding Available (FY 2014) |  | \$2,437,363     |                     |               |  |
| Northern Virginia Funding Recommendation      |  | \$2,049,285     |                     |               |  |
| Funding Carryover to FY 2015                  |  | \$388,078       |                     |               |  |

*(Page 2 of 2)*




Overview
Selection
Projects
Next Steps

13

## Next Steps: Regional TA Program

The TPB will conduct future solicitations in partnership with each state:

- VDOT plans to issue the FY 2015 solicitation this fall with a deadline of November 1, 2013; the TPB will participate in this solicitation
- MDOT will reissue the FY 2014 solicitation; the TPB will participate in this solicitation
- DDOT and TPB staff will work together to determine a solicitation timeline for FY 2015



Overview
Selection
Projects
Next Steps

14

## Questions?

For more information, please visit

[www.mwcog.org/tap](http://www.mwcog.org/tap)

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