



MEMORANDUM

TO: TPB Technical Committee
FROM: John Swanson, Transportation Planner
SUBJECT: Projects recommended for funding in FY 2023-2024 in Virginia under the Transportation Alternatives Set-Aside Program
DATE: February 4, 2022

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 2023 and FY 2024 in Virginia, a total of \$7,054,358 was made available for TPB decision-making. A selection panel has recommended funding for the projects listed below, which total \$7,172,892. Although the project recommendations are \$118,534 over the available funding, VDOT staff has indicated that additional funding can be made available from unspent balances.

The TPB will be asked to approve the recommendations on February 16, 2022.

TPB Selection Panel: Project Recommendations Virginia Transportation Alternatives Set-Aside Program, FY 2023-2024		
Project Name	Jurisdiction	Selection Panel Recommendations
Vienna Metro Bike and Pedestrian Improvements	Fairfax Co.	\$800,000
Sterling Boulevard Sidewalk: Shaw Road to W&OD	Loudoun Co.	\$1,300,000*
Shrevewood Elementary School SRTS	Fairfax Co.	\$800,000
Plaza Street Sidewalk	Leesburg	\$800,000
University Drive Bicycle Facilities	City of Fairfax	\$914,745
Streetscape Phase 2A	Town of Clifton	\$316,579*
Old Carolina Road Sidewalk Improvements	Prince William Co.	\$1,522,034
Token Forest Drive Sidewalk	Prince William Co.	\$719,534
	TOTAL	\$7,172,892

*In addition to these funds, it is anticipated that the CTB district member will provide additional funding.

BACKGROUND

The 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/.

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 2023-24 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 conduct the TA Set-Aside solicitation and selection process for Northern Virginia.

VDOT conducts two-year solicitations for the TA-Set Aside. The most recent solicitation covers FY 2023 and FY 2024. Applicants were required to submit a pre-application, which had a deadline of July 1, 2021. The applications were due on October 1, 2021.

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, and multimodal transportation options.

For the portion of Virginia in the TPB’s planning area, VDOT received 24 applications representing a total of \$27,829,264 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 \$7,054,358 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 1, 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 \$2,207,710 (Ms. Hynes’ sub-allocation included \$207,710 from previously unallocated funding). Ms. Hynes’ project selections are listed below.

Project Selections Mary Hynes, CTB Northern Virginia District Member		
Project Name	Jurisdiction	CTB District Member Selections
Sterling Avenue Sidewalk	Loudoun County	\$700,000*
East Broad Way Streetscape Improvements	Town of Lovettsville	\$925,000
Freeman Store Bridge	Town of Vienna	\$148,514
Streetscape Improvements Phase 2A	Town of Clifton	\$434,196*
	TOTAL	\$2,207,710

*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 funding recommendations, the 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, 2020. Panel participants included:

- Christy Bernal, Maryland State Highway Administration
- Kelsey Bridges, District Department of Transportation
- Nicole McCall, COG/TPB Staff
- Janie Nham, COG/TPB 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 (max 8 points):* Will the project significantly increase transportation options for pedestrians, cyclists, and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- *Support for Regional Activity Centers (max 8 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 (max 8 points):* Will the project improve ped/bike access to transit facilities, such as Metrorail, VRE, or bus rapid transit? In particular, does the project increase access in Transit Access Focus Areas, which have been identified by the TPB as priority locations for walk/bike improvements?
- *Access in Equity Emphasis Areas (max 8 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.)
- *National Capital Trail Network (max 8 points):* Does the project include a segment of the NCTN or improve access to the NCTN?
- *Safe access to schools (max 5 points):* Does the project enhance safe ped/bike access to schools?
- *Increased access for people with disabilities (max 5 points):* Does the project promote accessibility for people with disabilities?

The panel met via Microsoft Teams on January 25 and January 31, 2022. 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 eight projects for funding. A table listing all the submitted applications and funding recommendations is attached to this memorandum. Two projects – Sterling Boulevard in Loudoun and streetscaping in the Town of Clifton – will be jointly funded with CTB District Member Mary Hynes. The panel also endorses two projects that will be entirely funded with Ms. Hynes' TA Set-Aside funding. These are the East Broad Way Streetscape Improvements in the Town of Lovettsville and the Freeman Story Bridge in the Town of Vienna.

The projects recommended for TPB funding will serve many of the TPB's regional key policies. Five projects are connected to the National Capital Trail Network; one of these (Vienna Bike/Ped Improvements) is an actual link in the network. Four projects are within or close to Regional Activity Centers and four are within or close to Equity Emphasis Areas. One (Vienna Bike/Ped Improvements) is in proximity to high-capacity transit.

PROJECT DESCRIPTIONS

Vienna Metro Bike and Pedestrian Improvements, Fairfax County

\$800,000

Serving a variety of regional priorities, this project will increase bike and pedestrian connectivity with the Vienna Metro and will dramatically increase connectivity with the nearby Oakton High School. This project will construct bicycle and pedestrian improvements from Blake Lane to the Vienna Metro I-66 westbound ramp. Improvements include a shared-use path along the south side of Sutton Road and a two-way cycle track and sidewalk along the south side of Country Creek Road and Virginia Center Boulevard. The project represents an actual link in the National Capital Trail Network. It is in the heart of a regional Activity Center and in an Equity Emphasis Area.

Sterling Boulevard Sidewalk: Shaw Road to W&OD Trail, Loudoun County

\$1,300,000 (plus \$700,000 through CTB member)

Providing a directly connection to the W&OD Trail, a key artery in the National Capital Trail Network, this project will design and construct 0.56 miles of missing sidewalk links along Sterling Boulevard. Between Shaw Road and Glenn Drive, a 0.18-mile buffer separated 6' sidewalk will be constructed. Between Glenn Drive and the Washington and Old Dominion (W&OD) regional trail, a 0.38-mile-long buffer separated 10' shared use path will be created. These improvements will make it safer for pedestrians and cyclists traveling from or towards the W&OD trail with the busy road. The project is in a regional Activity Center and in an Equity Emphasis Area.

Shrevewood Elementary School Safe Routes to School, Fairfax County

\$800,000

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 Shrevewood 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.

Plaza Street Sidewalk, Leesburg Town

\$800,000

This project will finish the construction of approximately 1,000 feet of sidewalk along the west side of Plaza Street between the Leesburg Police Station and Edwards Ferry Road. It will complete a missing link in the town's sidewalk system. It will provide pedestrian linkage to residential communities and shopping, restaurant, and employment centers in downtown Leesburg. Also, the addition of sidewalk at the proposed location would afford children residing in the adjacent apartments a better opportunity to be picked up and dropped off from school safely. The project is in an Equity Emphasis Area and is in the Leesburg Activity Center.

University Drive Bicycle Facilities, Fairfax City

\$914,745

In the heart of the City of Fairfax Activity Center, this project will add bicycle lanes and intersection improvements on University Drive between South Street and Layton Hall Drive in downtown Fairfax. The recently adopted Small Area Plan for Old Town Fairfax recommends the implementation of a road diet on University Drive to create a multimodal spine through the city. This project will add a mixture of “super sharrows” and on-road bicycle lanes within the project limits to improve comfort and safety conditions for people biking and walking on University Drive. The city has already implemented improvements to a portion of this area through a road diet between South Street and Armstrong Street. This project will also implement improvements to the intersection of Layton Hall Drive and University Drive, including a new traffic signal and removal of the right-turn slip lane, which is dangerous for pedestrians using the intersection.

Old Carolina Road Sidewalk Improvements

\$1,522,034

This project will construct a 5' asphalt sidewalk to connect a 1,084-foot missing link on the east side of Old Carolina Road from the existing sidewalk at the intersection with Heathcote Boulevard to the existing asphalt trail just north of the bridge over I-66 at Walter Robinson Lane. The project will include a 2'6" curb and gutter, a 2'6" to 4' buffer strip, a 1' bench behind the sidewalk and a drainage close system. Both sides of the I-66 have residential areas and are disconnected from each other by the highway. The northside has a hospital and a new park and ride. The southside has the old Haymarket main street and is about to gain a new commercial complex. Both sides will benefit from this project. An existing trail of the National Capital Trail Network is less than a quarter mile from the project.

Token Forest Drive Sidewalk

\$719,534

Improving a stretch of the road that is currently hostile to pedestrians, this project will allow residents of the Forest Glen estates housing community to access a church, grocery store, medical clinic, and more at the Hoadly Marketplace commercial development. The project will construct 420 linear feet of 5' asphalt sidewalk on the south side of Token Forest Drive (Route 751) from the entrance of a church to existing facility to complete a missing segment. It includes a 2'5" curb and gutter, 2'5"-to 4' buffer and a 1' bench behind the sidewalk.

Streetscape Phase 2a, Clifton Town

\$316,579 (plus \$434,196 from CTB Member)

This project will improve the pedestrian safety of the Clifton Historic District. It seeks to do this by adding new sidewalks, crosswalks, signage, landscaping, and lighting to a stretch of Main Street that is not compliant with the Americans with Disabilities Act (ADA).

NEXT STEPS

The TPB will be asked to approve the selection panel's recommendations on February 16, 2022. 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 later in February, 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 2023-2024 Applications and Funding Recommendations for the
Transportation Alternatives Set-Aside Program in Northern Virginia**

Project Name	Jurisdiction	Funding Request	Panel Recommendations	CTB Member Selections	TOTAL
PWCS Safe Routes to School Program	Prince William County	\$ 139,866			\$ -
Sterling Blvd Sidewalk: Shaw Rd	Loudoun County	\$ 2,000,000	\$ 1,300,000	\$ 700,000	\$ 2,000,000
Janney Mill Trail and Pedestrian Bridge	Town of Hillsboro	\$ 1,446,672			\$ -
Marumsco Drive Sidewalk	Prince William County	\$ 1,919,940			\$ -
Tayloe Drive Sidewalk	Prince William County	\$ 1,590,811			\$ -
Token Forest Drive Sidewalk	Prince William County	\$ 719,534	\$ 719,534		\$ 719,534
Old Carolina Road Sidewalk	Prince William County	\$ 1,522,034	\$ 1,522,034		\$ 1,522,034
Lincoln Ave Pedestrian	City of Falls Church	\$ 1,640,000			\$ -
Sudley Manor Drive Sidewalk	Prince William County	\$ 1,280,478			\$ -
Van Buren Road Sidewalk	Prince William County	\$ 1,555,279			\$ -
G Street Sidewalk Improvements	Town of Purcellville	\$ 2,000,000			\$ -
Shrewewood ES SRTS	Fairfax County	\$ 800,000	\$ 800,000		\$ 800,000
Bush Hill ES SRTS	Fairfax County	\$ 800,000			\$ -
Mason Neck Trail	Fairfax County	\$ 800,000			\$ -
Vienna Metro Bike & Ped Improvements	Fairfax County	\$ 800,000	\$ 800,000		\$ 800,000
Benita Fitzgerald Drive Sidewalk	Prince William County	\$ 1,834,995			\$ -
Locust St Trail Improvement	Town of Vienna	\$ 613,151			\$ -
University Drive Bicycle Facilities	City of Fairfax	\$ 914,745	\$ 914,745		\$ 914,745
Freeman Store Bridge	Town of Vienna	\$ 148,514		\$ 148,514	\$ 148,514
Ellicott St (Occoquan Greenway)	Prince William County	\$ 1,995,470			\$ -
Plaza Street Sidewalk	Town of Leesburg	\$ 800,000	\$ 800,000		\$ 800,000
East Broad Way Streetscape Improvements	Town of Lovettsville	\$ 925,000		\$ 925,000	\$ 925,000
Catocin Circle Trail	Town of Leesburg	\$ 832,000			\$ -
Streetscape Phase 2a	Town of Clifton	\$ 750,775	\$ 316,579	\$ 434,196	\$ 750,775
		\$ 27,829,264	\$ 7,172,892	\$ 2,207,710	\$ 9,380,602