



## TRANSPORTATION ALTERNATIVES PROGRAM FOR THE NATIONAL CAPITAL REGION

The Transportation Alternatives Program is a new federal program under MAP-21 that provides funding to projects considered "alternatives" to traditional highway construction. The TA Program combines three former federal programs: Transportation Enhancements (TE), Safe Routes to School (SRTS), and Recreational Trails (RTP). Some eligible uses of TA funding include: construction, planning, and design of on-road and off-road trail facilities or infrastructure-related projects and systems that provide safe routes for pedestrians, bicyclists, non-drivers (including children, older adults, and individuals with disabilities), community improvement activities, environmental mitigation activities, and some activities formerly under the Safe Routes to School program. 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.

One of the key differences between the TA Program and the previous programs is that large MPOs, including the Transportation Planning Board, will play a new role in project selection for a portion of program funds that will be suballocated to large metropolitan regions. For the National Capital Region, this new program offers an opportunity to fund regional priorities and complement regional planning activities. In the National Capital Region, the TA Program will be framed as a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program.

### **Regional Transportation Alternatives Program Project Solicitation**

The TPB will conduct a solicitation for the regional TA Program from March 1, 2013 to May 15, 2013. Applicants will be required to complete a regional application in addition to a statewide project application. A summary of the state-level processes for FY 2013 and FY 2014 funding may be found below. The application deadline for Transportation Alternatives Program submissions is **4:00 p.m. on Wednesday, May 15, 2013.**

#### **District of Columbia**

The TPB is issuing a solicitation for the regional TA Program only for both FY 2013 and FY 2014. The District Department of Transportation (DDOT) will conduct a separate process to select TA Program projects using statewide funding.

The current solicitation for projects in the District of Columbia is for both FY 2013 and FY 2014. The total amount of regional funding for FY 2013 and FY 2014 is roughly \$2,300,000.

#### **Maryland**

The TPB is participating in a joint solicitation with the Maryland Department of Transportation (MDOT). This solicitation combines TAP funds for FY 2013 and FY 2014. MDOT is conducting the project solicitation for statewide TA Program funding *and* the regional TA Program funding. To be considered for funding under the regional program, applicants must complete the regional component of the State Application, as outlined by MDOT in the application requirements for the statewide program. Applicants must submit the entire application package directly to MDOT. Applications are due to MDOT on May 15, 2013.

The current solicitation for projects in Maryland is for both FY 2013 and FY 2014. The total amount of regional TA Program funding for FY 2013 and FY 2014 is roughly \$3,275,000.

## Virginia

The TPB is issuing a solicitation for the regional TA Program only for FY 2014. The Virginia Department of Transportation (VDOT) completed its solicitation for FY 2014 and will use the statewide TA Program funds only to fund existing projects (those which have previously received Transportation Enhancements funding). For FY 2013, VDOT has used the entire TA Program allocation (including suballocations to large urbanized areas) to fund Transportation Enhancements projects that were selected by the Commonwealth Transportation Board (CTB) before MAP-21 was signed. The TPB has concurred with this approach.

Applicants for the FY 2014 regional TA Program may submit proposals for new projects or for projects that have previously received TE Program allocations. The total amount of funding for projects under the FY 2014 regional TA Program is roughly \$2,440,000.

## Consultation

Applicants are **required** to consult with TPB staff prior to the submission of an application. Applicants may meet this requirement in one of the following ways:

- Attend the Regional TA Program Application Workshop, scheduled for March 22, 2013.
- Schedule a one-on-one consultation with TPB staff by contacting [TAP@mwkog.org](mailto:TAP@mwkog.org). All consultations must be scheduled by May 1, 2013.

## Application Submission

Applications for the regional TA Program are due **by 4:00 p.m. on Wednesday, May 15, 2013**.

Maryland applicants must submit applications directly to MDOT. District of Columbia and Virginia applicants seeking regional TA Program funding must submit all materials electronically to the TPB.

## Solicitation Timeline

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

- March 1: Release the project solicitation.
- March 22: TA Program Application Workshop - 12:30 p.m. via webinar and at MWCOG (*RSVP required*).
- May 15: Applications are due by 4:00 p.m.
- June/July: Regional TA Program Selection Panel reviews applications.
- September 18: The TPB is scheduled to approve the regional TA Program projects.

## Project Selection

The TPB will work with the states to determine project eligibility and readiness. Upon preliminary state review, the TPB will convene a regional TA Program Selection Panel to review the application submissions for each state and recommend a slate of projects for funding under each of the TA Program suballocations.

Regional selection criteria reflect the goals and policies of the TPB. The selection criteria will be used to evaluate whether projects achieve the following: increase transportation options for pedestrians, bicyclists and other non-drivers; enhance walkability and accessibility within regional activity centers; promote accessibility for people with disabilities and for disadvantaged communities; enhance safe bicycle and pedestrian access to schools; provide public involvement opportunities; and demonstrate collaboration within and between jurisdictions. Applications are not required to meet all of the listed criteria.