

ITEM 13 - Action

July 17, 2013

Approval of Projects for Funding Under the MAP-21 Transportation Alternatives Program for FY 2013 and 2014 in the District of Columbia and Maryland and for FY 2014 in Virginia

Staff Recommendation: Adopt Resolution R4-2014 to approve projects for funding under the Transportation Alternatives Program of MAP-21 for FY 2013 and FY 2014 for the District of Columbia and Maryland and for FY 2014 for Virginia.

Issues: None

Background: On February 20, 2013, the TPB amended the FY 2013 Unified Planning Work Program (UPWP) to provide support for the implementation of the new Transportation Alternatives Program under MAP-21 in the Washington Region. On March 1, the Call for Project Applications was released as part of the TPB's competitive process for the portion of program funds that is to be sub-allocated by the states to the Washington Region. On March 22 an application workshop was held. The Board will be briefed on the applications received by the due date of May 15, and on the projects recommended for funding following consultation with the state departments of transportation.

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

RESOLUTION TO APPROVE PROJECTS FOR THE REGIONAL SUB-ALLOCATED PROGRAM FUNDS UNDER THE TRANSPORTATION ALTERNATIVES PROGRAM OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) FOR FY 2013 AND FY 2014 IN THE DISTRICT OF COLUMBIA AND MARYLAND AND FOR FY 2014 IN VIRGINIA

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP- 21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, under MAP-21's Transportation Alternatives (TA) Program (Title 23 U.S.C. sections 213(b), and 101(a)(29)), a portion of funding based on the relative share of the total State population is sub-allocated to large urbanized areas and "the MPO, through a competitive process, selects the TA Program projects in consultation with the State"; and

WHEREAS, the TA Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways; and

WHEREAS, the TA Program offers an opportunity to fund regional priorities and complement regional planning activities, and will be 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; and

WHEREAS, TPB staff briefed the TPB on a proposed approach for establishing a regional program for project selection using suballocated funding at its meetings in November and December 2012, which included using a selection panel of industry experts and representatives from the state departments of transportation to review applications for readiness and eligibility, as well as how the funding requests respond to regional selection criteria; and

WHEREAS, 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 at its February 2013 meeting (R10-2013); and

WHEREAS, a solicitation for TA Program projects was conducted from March 1 through May 15, 2013, during which approximately 1,100 organizations and agencies received an email announcement concerning the availability of transportation funds; and

WHEREAS, an application workshop was conducted during the solicitation period for interested organizations and agencies to receive information on the application process and eligibility requirements; and

WHEREAS, the chair of the TPB's TA Program selection panel, with input from the state departments of transportation, recommended fully or partially funding all of the applications received based on project readiness and eligibility and each project's ability to meet the regional selection criteria; and

WHEREAS, the remaining funding for the TA Program in Maryland will be carried over to an additional solicitation for FY 2014 and the remaining funding in Virginia will be carried over to an FY 2015 solicitation, both coordinated with the respective state department of transportation; and

WHEREAS, the projects recommended for funding are described in the attached memorandum;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects described in the attached memorandum for funding under the Transportation Alternatives Program of the Federal Highway Administration.

Adopted by the Transportation Planning Board at its regular meeting on July 17, 2013.

National Capital Region Transportation Planning Board

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MEMORANDUM

TO: Transportation Planning Board
FROM: Sarah Crawford, Transportation Planner
SUBJECT: Funding recommendations for regional project selection under the new federal Transportation Alternatives Program
DATE: July 16, 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. The Board is being 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 School (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 that were received during the solicitation propose to implement recommendations from a TLC study, as described in greater detail under the project recommendations below.

This opportunity offers the TPB the ability to fund regional priorities and goals as outlined in the TPB Vision and possibly linked to recommendations 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 from the TLC Program and COG’s Region Forward initiative.

Regional Solicitation

TPB staff worked closely with the state departments of transportation during this transitional year for the TA Program to develop a coordinated approach to selecting projects for funding under the TA Program. TPB staff developed a regional application for applicants to describe how each project addresses 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 Centers and rail; Safe Routes to School; and project coordination, including project origination in local planning efforts and public involvement.

FY 2013/2014 Regional TA Program Application Timeline	
March 1:	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

TPB staff held a Regional TA Program application workshop on March 22, 2013; 28 people attended in person or via webinar. The purpose of the webinar was to provide information on 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 on March 1 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 on June 27 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. For FY 2013, 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 new projects for its suballocation 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 who 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 FY 2014 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 programs, 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, and in some cases fewer funding requests. 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. VDOT staff deemed all projects 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 recommends partially funding both applications submitted by Takoma Park.

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	Federal Funding Request	Federal Funding Recommended
District Department of the Environment	Green Alleys	\$950,000	\$950,000
District Department of the Environment	Hazard Tree Removal	\$416,000	\$416,000
District Department of the Environment	Permeable Sidewalks	\$400,000	\$400,000
District Department of the Environment	Planting Space Creation and Expansion	\$328,048	\$327,928
National Park Service	Multi-Use Trail Improvements: 14th Street Bridge to East Basin Drive	\$206,072	\$206,072
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, staff recommends partially funding one of the projects due to SHA concerns over several of the project components duplicating work recently completed by SHA.

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
City of Takoma Park	Ethan Allen Gateway Streetscape	\$1,422,323	\$1,255,123	Recommend partial funding due to non-eligibility of some project components
City of Takoma Park	Flower Avenue Green Street Project	\$1,040,330	\$1,040,330	
Maryland Funding Requested		\$2,462,653		
Maryland Funding Available (FY 2013 & FY 2014)		\$3,275,000		
Maryland Funding Recommendation			\$2,295,453	
Funding available for second FY 2014 solicitation			\$979,548	

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. Projects funded using the carry over FY 2014 funding, as well as those using FY 2015 funding, will have three years to be obligated from when the funding for the projects is allocated, which is anticipated to be June 2014.

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. The funding levels recommended below provide full funding for the requested phases of these projects. Additionally, two of the projects recommended for funding will implement recommendations of TLC projects.

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
Arlington County	Rosslyn-Ballston Corridor Accessibility Improvements	\$180,000	\$180,000	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	
City of Fairfax	Fairfax Mason to Metro Bicycle Route	\$40,000	\$40,000	
Northern Virginia Regional Park Authority	Pickett Road Trail Underpass (City of Fairfax)	\$149,840	\$149,840	
Fairfax County	Reston Bike Share Infrastructure Support	\$400,000	\$400,000	This project will implement a TLC study.
Fairfax County	Cross County Trail: Lorton	\$400,000	\$280,653	The CTB partially funded this project.
Town of Haymarket	Town of Haymarket Route 55 Washington Street Enhancement Project	\$315,792	\$30,792	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	
Town of Purcellville	Purcellville Downtown Streetscapes Enhancement	\$68,000	\$0	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 solicitation 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 application to be considered for both the statewide and suballocated TA funding.

The TPB will participate in MDOT's reissuance of its FY 2014 project solicitation to identify projects for the remaining FY 2014 funding in Maryland. MDOT tentatively plans to reissue this solicitation in March 2014. 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 2013, 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 during the review of applications to coordinate selection for regional and statewide funding. Additionally, 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 during this transitional year.

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. Additionally, several of the TE application cycles had just concluded and many jurisdictions had not anticipated participating in another project solicitation at this time. In the future, TPB staff can better advertise the solicitation 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 over this transitional year 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 at the regional level. The DOT staffs have 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

	Applicant Jurisdiction	Contact Agency	Project	Project Description	Federal Funding Request	Federal Funding Recommended	Notes
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	
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	
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	
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	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	

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

	Applicant Jurisdiction	Contact Agency	Project	Project Description	Federal Funding Request	Federal Funding Recommended	Notes
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 environmental site design.	\$1,422,323	\$1,255,123	Recommend partial funding: \$167,200 of requested improvements recently completed by 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	

Maryland Funding Requested \$2,462,653

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

Maryland Funding Recommendation \$2,295,453

Funding Available for second FY 2014 Solicitation **\$979,548**

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


	Applicant Jurisdiction	Contact Agency	Project	Project Description	Federal Funding Request	Federal Funding Recommended	Notes
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 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	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	
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 Vienna 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	
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	
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	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	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	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	
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 currently block a portion of the eastern sidewalk as well as detract aesthetically from the street.	\$68,000	\$0	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**

Transportation Planning Board
July 17, 2013

Sarah Crawford
Department of Transportation Planning

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



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

- A new formula program under MAP-21
- 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)
- Large MPOs will play new role in project selection for those program funds that are suballocated to large metropolitan regions.

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TRANSPORTATION ALTERNATIVES PROGRAM
FOR THE NATIONAL CAPITAL REGION

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

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TRANSPORTATION ALTERNATIVES PROGRAM
FOR THE NATIONAL CAPITAL REGION

Regional Solicitation

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

March 1, 2013: Release project solicitation via e-mail to 1,100 organizations and agencies

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

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TRANSPORTATION ALTERNATIVES PROGRAM
FOR THE NATIONAL CAPITAL REGION




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

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TRANSPORTATION ALTERNATIVES PROGRAM
FOR THE NATIONAL CAPITAL REGION



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 full or partial funding.

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TRANSPORTATION ALTERNATIVES PROGRAM
FOR THE NATIONAL CAPITAL REGION

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.

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TRANSPORTATION ALTERNATIVES PROGRAM
FOR THE NATIONAL CAPITAL REGION

District of Columbia Projects

Contact Agency	Project	Federal Funding Request	Federal Funding Recommended
District Department of the Environment	Green Alleys	\$950,000	\$950,000
District Department of the Environment	Hazard Tree Removal	\$416,000	\$416,000
District Department of the Environment	Permeable Sidewalks	\$400,000	\$400,000
District Department of the Environment	Planting Space Creation and Expansion	\$328,048	\$327,928
National Park Service	Multi-Use Trail Improvements: 14th Street Bridge to East Basin Drive	\$206,072	\$206,072
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

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TRANSPORTATION ALTERNATIVES PROGRAM
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Maryland Projects

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
City of Takoma Park	Ethan Allen Gateway Streetscape	\$1,422,323	\$1,255,123	Recommend partial funding due to duplication of recent SHA construction
City of Takoma Park	Flower Avenue Green Street Project	\$1,040,330	\$1,040,330	
Maryland Funding Requested		\$2,462,653		
Maryland Funding Available (FY 2013 & FY 2014)		\$3,275,000		
Maryland Funding Recommendation		\$2,295,453		
Funding Available for second FY 2014 Solicitation with Maryland SHA		\$979,548		

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Virginia Projects

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
Arlington County	Rosslyn-Ballston Corridor Accessibility Improvements	\$180,000	\$180,000	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	
City of Fairfax	Fairfax Mason to Metro Bicycle Route	\$40,000	\$40,000	
Northern Virginia Regional Park Authority	Pickett Road Trail Underpass (City of Fairfax)	\$149,840	\$149,840	
Fairfax County	Reston Bike Share Infrastructure Support	\$400,000	\$400,000	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	

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Virginia Projects

Applicant Jurisdiction	Project	Federal Funding Request	Federal Funding Recommended	Notes
Fairfax County	Cross County Trail: Lorton	\$400,000	\$280,653	The CTB partially funded this project
Town of Haymarket	Town of Haymarket Route 55 Washington Street Enhancement Project	\$315,792	\$30,792	The CTB partially funded this project
Town of Purcellville	Purcellville Downtown Streetscapes Enhancement	\$68,000	\$0	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		

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Next Steps: Regional TA Program

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

- Virginia: FY 2015 solicitation this fall with a tentative deadline of November 1, 2013
- Maryland: Anticipates reissuing the FY 2014 solicitation in March 2014
- District: DDOT and TPB staff will work together to determine a solicitation timeline for FY 2015

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