

## **ITEM 8 - Action**

July 22, 2015

Approval of Projects for Funding under the MAP-21  
Transportation Alternatives Program for FY 2016 in Maryland

**Staff Recommendation:** Adopt Resolution R1-2016 to approve projects for funding under the Maryland MAP-21 Transportation Alternatives Program for FY 2016.

**Issues:** None

**Background:** A portion of Maryland's MAP-21 Transportation Alternatives Program (TAP) funds is sub-allocated to the TPB for project selection in Maryland jurisdictions of the National Capital Region. The Board will be briefed on the projects recommended by a technical review panel for funding as part of the FY 2016 TAP project solicitation conducted by the Maryland State Highway Administration, and asked to approve the recommended projects.





TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Principal Transportation Planner
Lamont B. Cobb, Transportation Planner
SUBJECT: Projects recommended for funding under the MAP-21 Transportation Alternatives Program for FY 2016 in Maryland
DATE: July 22, 2015

Summary

Under the federal Transportation Alternatives Program, the TPB has responsibility for selecting projects for sub-allocated funds for Suburban Maryland, Northern Virginia and the District of Columbia. For FY 2016 in Maryland, the TPB is responsible for project selection for \$3,228,958.

A selection panel has recommended that the following projects be approved by the TPB at its meeting on July 22, 2015:

- 1. City of College Park, Hollywood Road Sidewalks (Safe Routes to School) \$36,000
2. Frederick County, Mount St. Mary's-Emmitsburg Multi-Use Path \$128,839
3. Frederick County, East Lincoln Ave Sidewalks (Safe Routes to School) \$46,000
4. Montgomery County, North Branch Hiker-Biker Trail \$2,000,000
5. Montgomery County, MD 355-Clarksburg Shared Use Path \$523,416
6. City of Rockville, Falls Road East Shared-Use Path \$99,703
7. City of Takoma Park, Lincoln Ave Sidewalks (Safe Routes to School) \$395,000

TOTAL \$3,228,958

Background

The Transportation Alternatives Program is a federal formula program under MAP-21 that provides funding to projects considered "alternatives" to traditional highway construction. The 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 Transportation Alternatives Program and the previous programs is that large MPOs play a new role in project selection for a portion of program funds that are sub-

allocated 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 Transportation Alternatives projects in consultation with the State.” TPB staff worked with MDOT to conduct a cooperative solicitation for Maryland.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the Board, our region’s Transportation Alternatives Program 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 funding also offers the region the ability to fund regional priorities and goals, linked to recommendations outlined in the Regional Transportation Priorities Plan. The regional component of Maryland’s application and the regional selection criteria are based on these regional priorities. In particular, these priorities promote better non-motorized circulation within Regional Activity Centers and improved ped/bike access to transit. Improved access to transit is the objective that underlay the TPB’s recently completed study “Improving Pedestrian/Bicycle Access at Select Rail Stations,” which was funded through the federal Transportation, Community and Systems Preservation (TCSP) Program.

Since the program’s establishment in 2012, the TPB has combined its solicitations for each state with that of the state departments of transportation for the District of Columbia, Maryland and Virginia.

#### **FY 2016 Solicitation and Recommendations**

The Maryland State Highway Administration conducted the project solicitation for the FY 2016 TAP funding for both statewide and sub-allocated funding. In its application, SHA attached a supplementary form requesting information about how projects in the TPB planning area respond to priorities for the Washington region. Applications were due electronically to the SHA on May 15, 2015.

For the TPB’s Maryland jurisdictions, a total of seven applications were received representing a total of \$5,622,832 in requested funding. These applications are eligible for statewide TAP funding as well as the TPB’s sub-allocated funds.

For FY 2016 in Maryland, the TPB has responsibility for project selection for \$3,228,958.

A TPB Selection Panel met on July 8 to review the applications. The panel evaluated the applications using criteria that are rooted in TPB policies and programs. The following selection criteria were considered in the review process, with the understanding that some projects would only meet some criteria:

- 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

Based upon its review of the applications, the Selection Panel recommends the seven projects that are listed in the attachment to this memorandum. The TPB is scheduled to vote on these recommendations at its meeting on July 22.

### **Next Steps**

For Maryland: Following the TPB's vote on July 22, TPB staff will forward information regarding the selected projects to SHA. After project selections from all the state's MPOs (including the TPB) are received, SHA will convene a technical committee to consider remaining unfunded projects for statewide funding. Projects not recommended for full funding from the TPB are still eligible for statewide funds. SHA will then submit recommendations regarding statewide funding to the Secretary of Transportation for review and approval. SHA has \$17 million in statewide TAP funds to distribute. Once final selections for FY 2016 have been made, for both sub-allocated and statewide funding, SHA staff will work with project owners to administer funding.

For Virginia: The TPB this fall will participate in VDOT's solicitation for FY 2017 TAP projects. The deadline for those applications is expected to be in early November.

For the District of Columbia: DDOT intends to issue a solicitation for its FY 2016 TAP funding in late summer 2015.

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

**RESOLUTION TO APPROVE PROJECTS UNDER THE TRANSPORTATION  
ALTERNATIVES PROGRAM FOR FY 2016 IN MARYLAND JURISDICTIONS OF THE  
NATIONAL CAPITAL REGION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (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 Program of the Federal Highway Administration (FHWA), 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 Transportation Alternatives Program projects in consultation with the State"; and

**WHEREAS**, the Transportation Alternatives 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 Transportation Alternatives Program offers the MPO an opportunity to fund projects that implement regional priorities and complement planning activities such as the Regional Transportation Priorities Plan, which promotes improved non-motorized circulation within Regional Activity Centers and improved pedestrian and bicycle access to transit; and

**WHEREAS**, the Transportation Alternatives Program is 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**, a solicitation for Transportation Alternatives Program projects was conducted by the Maryland State Highway Administration that ended on May 15, 2015; and

**WHEREAS**, the TPB's Transportation Alternatives Program Review Panel met on July 8, 2015 and recommended fully or partially funding seven applications received based on project readiness and eligibility and each project's ability to meet the regional selection criteria; and;

**WHEREAS**, on July 10, 2015, the TPB Technical Committee was briefed on the recommended projects;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the projects for funding under the Transportation Alternatives Program for FY 2016 in Maryland member jurisdictions as described in the attached materials.

**Transportation Alternatives Program  
FY 2016  
Maryland Projects in the National Capital Region**



Item 8

Project Name	Jurisdiction	Agency	Description	Federal Funding Request	Local Match	Panel Recommendation	Regional Activity Center	Transit Station	SRTS
Hollywood Road Sidewalks SRTS	City of College Park	Dept of Planning and Community Development	Install 1200 feet of sidewalk improvements along Hollywood Rd, involving one neighborhood school	\$36,000	\$9,000	\$36,000	Greenbelt	Greenbelt Metro Station Greenbelt MARC Station	Yes
Mount St. Mary's-Emmitsburg Multi-Use Path	Frederick County	Town of Emmitsburg	Establish a multi-use path between Mount St. Mary's and the Downtown area of Emmitsburg between Annandale Rd at Old Emmitsburg Rd and Cedar Ave at South Seton Ave	\$2,389,600	\$1,376,400	\$128,839	No	No	No
East Lincoln Ave Sidewalks SRTS	Frederick County	Town of Emmitsburg	Installation of 1800 feet of sidewalk improvements along Lincoln Ave to improve access to area schools	\$46,000	\$5,000	\$46,000	No	No	Yes
North Branch Hiker-Biker Trail	Montgomery County	M-NCPPC	Construct a trail connection between Rock Creek Trail and North Branch Trail.	\$2,000,000	\$1,362,000	\$2,000,000	No	No	No
MD 355-Clarksburg Shared Use Path	Montgomery County	Department of Transportation	Create a link in the existing trail network along MD 355 between Little Bennett Regional Park Trail and the Frederick Road Bike Path	\$523,416	\$130,854	\$523,416	No	No	No
Falls Road East Shared-Use Path	City of Rockville	Department of Transportation	Install missing sidewalk segment between Dunster Road and Kimblewick Road along the east side of Falls Road	\$99,703	\$24,926	\$99,703	No	No	No
Lincoln Ave Sidewalks SRTS	City of Takoma Park	Dept. of Housing and Community Development	Installation of 1900 feet of sidewalk improvements along Lincoln Ave between Elm Avenue and Jackson Avenue, involving five neighborhood schools	\$528,113	\$132,028	\$395,000*	No	No	Yes

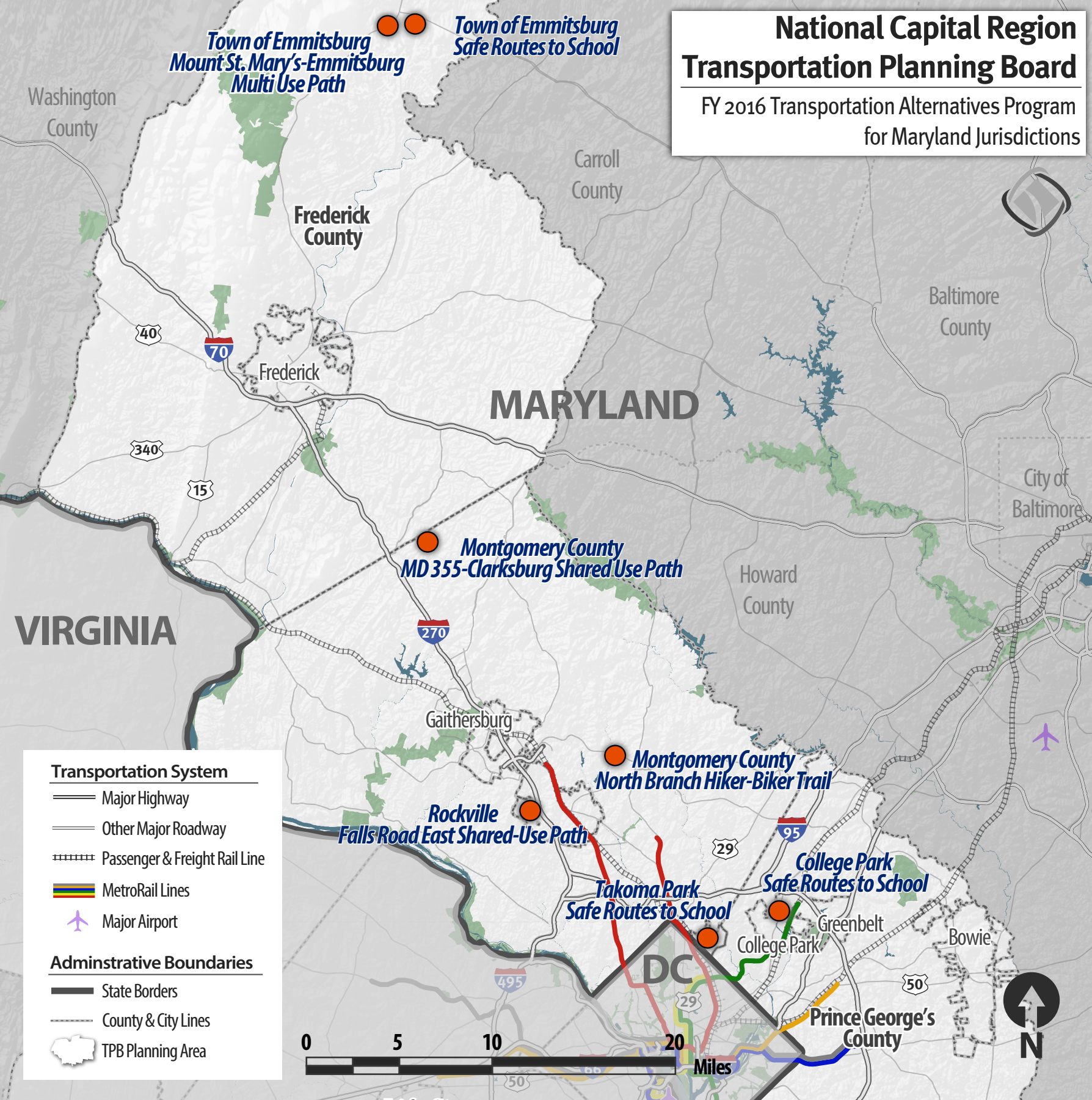
\*- The Panel recommends these funds go toward infrastructure as stated in project application

**Total Federal Funding Requested: \$5,622,832  
TPB Funds for Maryland Projects: \$3,228,958**



# National Capital Region Transportation Planning Board

FY 2016 Transportation Alternatives Program  
for Maryland Jurisdictions



## Transportation System

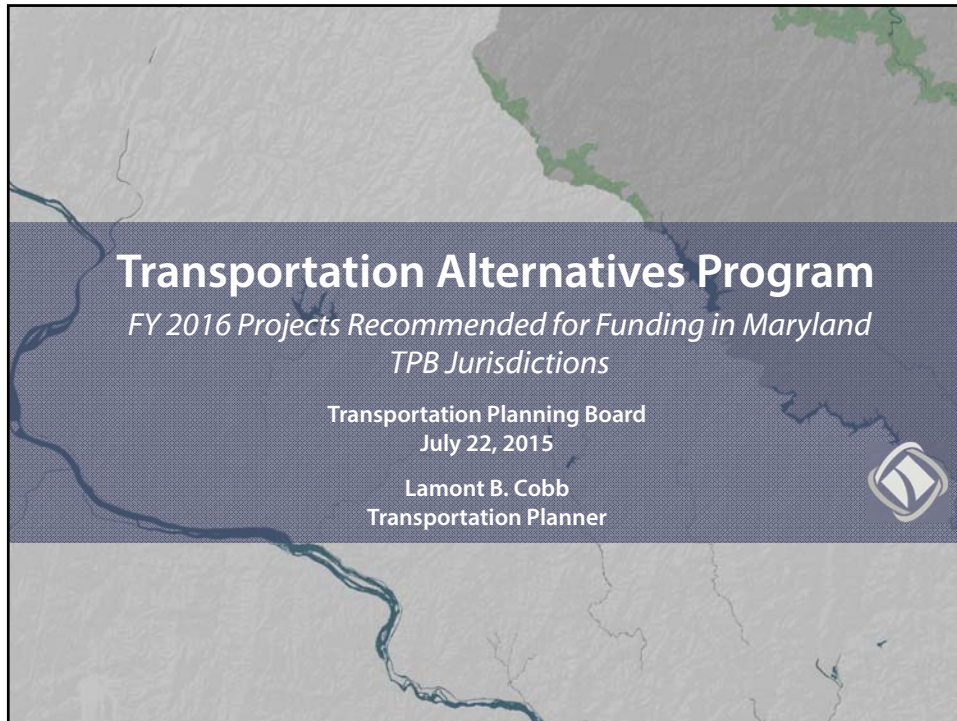
- Major Highway
- Other Major Roadway
- Passenger & Freight Rail Line
- MetroRail Lines
- Major Airport

## Administrative Boundaries

- State Borders
- County & City Lines
- TPB Planning Area







## Transportation Alternatives Program (TAP)

- A federal formula program under MAP-21
- Provides funding to projects “alternative” to traditional highway capacity expansion
- Combines three former programs
  - Transportation Enhancements
  - Safe Routes to School
  - Recreational Trails Program
- Large MPOs play a role in project selection



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## Opportunities for the Region

- Fund regional goals and priorities
  - Promote multimodal transportation choices and options
  - Support Regional Activity Centers
- Complement regional planning activities
  - Transportation/Land-Use Connections
  - Regional Transportation Priorities Plan
  - Underutilized Rail Stations
  - Region Forward



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## Maryland Project Selection

- The TPB participated in MDOT's FY 2016 Project Selection
  - May 15, 2015: Application Deadline
  - July 8, 2015: TPB Selection Panel Meeting
  - July 22, 2015: TPB is scheduled to approve projects



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## Regional Selection Criteria

- Projects should address the following:
  - Multimodal transportation choices for non-drivers
  - Access between and within Activity Centers
  - Collaboration and Public Involvement
  - ADA accessibility and disadvantaged communities
  - Safe Routes to School
  - Environmental mitigation, historic preservation and other activities
  - Match funding; Innovation



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## Regional Project Selection

- TPB conducted a competitive process and collaborated with Maryland SHA in project selection
  - Maryland SHA staff reviewed applications and provided feedback to TPB staff
  - The TPB's Review Panel met to the review seven projects.
  - Panel included TPB, DDOT and FCDOT staff



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## TPB Funding Sub-Allocation

- Total funding requests for TPB Maryland jurisdictions: \$5,622,832
- TPB Sub-allocation for FY 2016: \$3,228,958
  - Funding Recommendations:
    - \$2.75 million for Trail/Path connections
    - \$477,000 for Safe Routes to School projects



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## Safe Routes to School Projects

- College Park – Hollywood Road \$36,000
- Town of Emmitsburg (Frederick County) – East Lincoln Ave \$46,000
- Takoma Park – Lincoln Ave Sidewalks \$395,000
- Total SRTS Funding: \$477,000
- 15% of Total Maryland TAP funding suballocation



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## Trail/Path Connections

- Town of Emmitsburg (Frederick County) – Emmitsburg/Mt. St. Mary’s Multi Use Path \$128,839
- Montgomery County
  - North Branch Hiker-Biker Trail \$2,000,000
  - MD 355-Clarksburg Shared-Use Path \$523,416
- Rockville - Falls Road East Shared Use Path \$99,703
- Total Funding to Trail/Path Connections: \$2,751,958
- 85% of Total Maryland TAP funding suballocation



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## Next Steps: Regional TAP

- The TPB will conduct future solicitations with each state:
  - District of Columbia: DDOT and TPB staff are coordinating to begin the FY 2016 solicitation in the next few months
  - Virginia: VDOT’s Local Assistance Division should begin the FY 2017 solicitation in early November
  - Maryland: SHA should begin the FY 2017 solicitation in late 2016



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## Contact

- **TPB Staff Contacts**
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  - Lamont B. Cobb, Transportation Planner
    - [lcobb@mwcog.org](mailto:lcobb@mwcog.org), 202-962-3234
- **State DOT Contacts**
  - Maryland TAP
    - Jessica Shearer, Program Coordinator
      - Maryland State Highway Administration
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  - District of Columbia TAP
    - Stephen Rice, Transportation Planner,
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  - Virginia TAP
    - Pamela Liston, Program Manager
      - Virginia Department of Transportation, Local Assistance Division
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