



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** John Swanson, Transportation Planner  
Nicole McCall, Regional Planner  
**SUBJECT:** Projects recommended for funding in FY 2019 in Maryland under the Transportation Alternatives Set Aside Program  
**DATE:** July 6, 2018

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## 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) and that name is commonly still used.

For FY 2019, the TPB is responsible for project selection for \$1,217,150 in Maryland. A selection panel has recommended that the following projects be approved by the TPB at its meeting on July 18, 2018.

Project	Jurisdiction/Agency	Recommendation
Forest Glen Sidewalk	Montgomery County	\$248,000
Golden Mile Multi-Modal Access Project	City of Frederick	\$686,309
Bike Share Program (Phase 2)	Prince George's County	\$222,841
Scott/Veirs Drive Shared Use Path	City of Rockville	\$60,000
<b>Total</b>		<b>\$1,217,150</b>

## BACKGROUND

The Transportation Alternatives Set Aside (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, but 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/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (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 the Regional Transportation Priorities Plan as well as the recently endorsed TPB initiatives and the TPB's Equity Emphasis Areas (EEAs). 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 and recommends projects for funding.

## **FY 2019 SOLICITATION FOR MARYLAND**

Since the establishment of TAP in 2012, and the TA Set Aside in 2015, the TPB continues to combine its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of the annual review process, TPB staff works with the Maryland State Highway Administration (SHA) to administer the TA Set Aside for Suburban Maryland.

For this current round of funding in Maryland, SHA launched the solicitation process on April 15, 2018. Applications were due to SHA on May 15, 2018. For applicants from the TPB's Maryland jurisdictions, the SHA application included a supplementary form requesting information about how projects responded to the TPB's regional priorities including promoting non-motorized circulation within Activity Centers, enhancing access to transit stations, and increasing multimodal transportation options.

Maryland follows a two-stage project selection process. In the first stage, large MPOs like the TPB (those designated as "Transportation Management Areas") select projects using sub-allocated funds. In the second stage, a process is conducted by SHA at the state level to select projects using the statewide TAP funds.

For the TPB's Maryland jurisdictions for FY 2019, SHA received seven applications representing a total of \$5,654,983 in requested funding. The TPB was sub-allocated \$1,217,150 for decision-making at the MPO level.

In the second stage of project selection, SHA selects projects using statewide TA Set Aside funding. The applications from the TPB's member jurisdictions are eligible for the funding as well as the TPB's sub-allocated funds. Upon completion of the TPB's selection process, the unsuccessful applications will automatically be submitted to compete for the statewide TAP funds.

## PROJECT SELECTION

The TPB is responsible for completing the first step in the selection process described above. To develop draft recommendations, TPB staff invited representatives from the District of Columbia and Virginia departments of transportation, along with COG/TPB staff, to participate on the TPB's technical review panel. Christy Bernal and Samantha Biddle from SHA, actively participated in the panel discussion and served as a technical resource for the meeting.

Panel participants included:

- Kelsey Bridges, District Department of Transportation
- Pam Liston, Virginia Department of Transportation
- Michael Farrell, COG/TPB
- Nicole McCall, COG
- John Swanson, COG/TPB

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 (10 points):** Will the project significantly increase transportation options for pedestrians, bicyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- **Support for Regional Activity Centers (10 points):** Does the project enhance walkability and accessibility within or between Regional Activity Centers? (Information on which projects involve Regional Activity Centers is provided to the selection panel.)
- **Access to high-capacity transit (10 points):** Will the project improve ped/bike access to major transit facilities, such as Metrorail, VRE, or bus rapid transit?
- **Access in Equity Emphasis Areas (10 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.
- **Safe routes to schools (5 points):** Does the project enhance safe ped/bike access to schools?
- **Increased access for people with disabilities (5 points):** Does the project promote accessibility for people with disabilities?

The panel met via WebEx on July 3, 2018. To provide a basis for discussion, each member provided general rankings for each project application (high, medium, or low) based on the numerical score they gave each project. The group discussed each project individually and asked the SHA representative for additional information regarding the applications. The panel then agreed upon joint preliminary rankings of high, medium, or low for each project. As a final step, the group determined funding recommendations based on these rankings. The final recommendations are the

result of consensus. The recommendations are jointly decided and do not simply reflect a quantitative sum of each panelist's individual scores.

At the end of the meeting on July 3, the review panel recommended four projects for funding, which are listed on the first page of this memorandum.

The selection panel decided to partially fund one project, for Prince George's County bikeshare, for \$222,841 out of a request for \$708,000. Prince George's County has confirmed that it will be able to effectively utilize the partial funding in a scaled-back version of their original proposal. Instead of establishing 20 new bikeshare stations, the county will use the funds for approximately eight stations. The county has committed to identifying the locations for these stations by the end of July.

A table listing all the submitted applications and the selection panel's funding recommendations is attached to this memorandum.

## **NEXT STEPS**

Following the TPB's action on the FY 2019 recommendations, which is scheduled for July 18, TPB staff will forward information regarding the approved projects to MDOT for inclusion in MDOT's Capital Improvement Program.

In addition, SHA will conduct its statewide project selection process, which will include consideration of whether to award funding, using the statewide TA Set Aside funds, to the Maryland applications that were not funded through the TPB's process. Once all selections are finalized, SHA staff will work with applicants to administer funding.

**Transportation Alternatives Set-Aside Program - FY 2019 Applications for Suburban Maryland**

<b>Project Name</b>	<b>Jurisdiction/ Agency</b>	<b>Description</b>	<b>Funding Request</b>	<b>Selection Panel Recommendation</b>
Forest Glen Road Sidewalk	Montgomery County	The project will provide 35% design for a sidewalk along the north side of Forest Glen Road from Woodland Drive to Sligo Creek Parkway. The project will link to a planned tunnel under Georgia Avenue connecting to the Forest Glen Metro Station.	\$248,000	\$248,000
Golden Mile Multimodal Access Project	City of Frederick	The project will provide 100% design for a shared use path of 1.25 miles along US 40 that improves safety for pedestrians and bicycles. Previous planning and design work was funded by the TPB's TLC Program.	\$686,309	686309
C&O Towpath: Phase 2, A Rewatered Canal	National Park Service	This project would rewater a five-mile section of the C&O Canal in Montgomery County. This project is part of a multi-phased effort to rewater the canal.	\$2,700,000	0
Prince George's County Bike Share Program Phase 2	Prince George's County	With this project, Prince George's County will further expand Capital Bikeshare along the Route 1 corridor.	\$708,000	222,841
Scott/Veirs Drive Shared Use Path	Rockville	This project will develop the optimal alignment and preliminary engineering (30% design) plans for a 1.2-mile shared use path along Scott Drive and Veirs Drive, between Wootton Parkway and Glen Mill Road.	\$60,000	\$60,000
Phase 2, Towpath Rehabilitation: A Safe Towpath	Prince George's County	This project would repair and rehabilitate 10 miles of C&O Canal towpath surface in Frederick County from Nolans Ferry through Brunswick.	\$1,252,674	0
			<b>\$5,654,983</b>	<b>\$1,217,150</b>



# TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

## Maryland Project Recommendations for FY 2019

John Swanson  
Transportation Planner

TPB Technical Committee  
July 6, 2018



National Capital Region  
Transportation Planning Board

Agenda Item #4

## Overview

- TA Set Aside
- TLC Program
- Maryland Selection Process
- TPB Selection Process
- FY 2019 Project Recommendations
- Next Steps



National Capital Region  
Transportation Planning Board

Agenda Item #4: Maryland TA Set Aside  
July 6, 2018

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# TA Set Aside

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- *PURPOSE:* A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- *FEDERAL AUTHORIZATION*
  - MAP-21 (2012) - Established as the “Transportation Alternatives Program”
  - FAST Act (2015) - Renamed “Transportation Alternatives Set Aside”
- *TPB ROLE:* Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds.



# TLC Program

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- In our region, the TA Set Aside Program is a component of the TPB’s TLC Program
- The TLC Program also includes:
  - Technical assistance projects
  - TLC PeerX (Peer Exchange Network)
- These programs promote regional goals and priorities, including:
  - Multimodal transportation options (RTPP Goal 1)
  - Regional activity centers (RTPP Goal 2)





# Maryland: FY 2019 Schedule

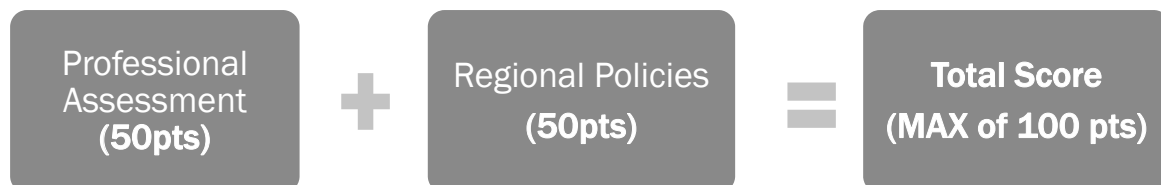
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- May 15 Application deadline
- July 3 TPB Selection Panel selects projects
- July 18 TPB approval
- August MDOT/SHA selection of projects using statewide funding

## TPB Selection Process

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- Selection Panel included TPB staff, District Department of Transportation, and Virginia Department of Transportation. Staff from Maryland State Highway Administration participated as a technical resource.
- Panel members individually scored projects.



- Based on scores, panel members rank projects “High/Medium/Low”
- At the selection panel meeting on July 3, panel used rankings to help evaluate and jointly prioritize projects for funding.

# Regional Policies Criteria

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- Expanding Multimodal Transportation Options for Non-Drivers
- Supporting Regional Activity Centers
- Access to High-Capacity Transit
- Increased Access in Equity Emphasis Areas
- Safe Routes to School
- Increased Access for People with Disabilities

# FY 2019 Project Recommendations

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- TPB received **\$5,654,983** in funding requests for 6 projects in Suburban Maryland.
- TPB's STP Set Aside sub-allocation is **\$1,217,150**.
- **Four projects were** recommended for funding.

# FY 2019 Project Recommendations

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## Next Steps

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- The TPB is scheduled to approve projects on July 18, 2018.
- TPB staff will forward information regarding the approved projects to SHA.
- SHA will also consider whether to award funding, using the statewide TA Set Aside funds, to the remaining Suburban Maryland applications.
- Once all selections are finalized, SHA staff will work with applicants to administer funding.



## **John Swanson**

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