



MEMORANDUM

TO: TPB Technical Committee
FROM: John Swanson, TPB Transportation Planner
SUBJECT: Project recommended for funding in FY 2025-2026 in the District of Columbia under the Transportation Alternatives Set-Aside Program (TAP)
DATE: January 10, 2025

SUMMARY

Under the federal Transportation Alternatives Set-Aside Program (TAP), the TPB is responsible for selecting projects using sub-allocated funding for the District of Columbia, Suburban Maryland, and Northern Virginia.

For FY 2025 and FY 2026 in the District of Columbia, a total of \$2,951,200 was made available for TPB project selection. The TPB's selection panel has recommended funding for the projects listed below. The TPB will be asked to approve these recommendations at its meeting on January 22, 2025.

DC TAP Panel Recommendations - FY 2025-2026	
Project	Panel Funding Recommendations
Capital Crescent Trail Rehabilitation	\$2,138,211
Repaving the Anacostia Trail East Bank (funding to be added to FY 2024 grant award)	\$58,443
Green Infrastructure Pilot Project Part 2 - Construction (funding to be added to FY 2024 grant award)	90,183
Joyce Road and Beach Drive – Design (funding to be added to FY 2024 grant award)	663,000
Total	\$2,949,837

BACKGROUND

The Transportation Alternatives Set-Aside Program (TAP) 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), community improvements, historic preservation, 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 the Transportation Alternatives Set-Aside Program. The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), enacted in 2021, reaffirmed the federal commitment to the program and increased funding for it. 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 TAP is framed as a complementary component of the TPB’s Transportation Land-Use Connections (TLC) Program, which provides technical assistance funding for small planning studies to TPB member jurisdictions.

TAP 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 TAP funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews TAP applications and recommends projects for funding.

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 DOTs to conduct the selection processes.

DISTRICT OF COLUMBIA FY 2025-2026 SOLICITATION

Since 2022, the District of Columbia has solicited applications for TAP on a two-year cycle. The round currently under consideration is for FY 2025 and FY 2026. The solicitation period opened in mid-September and closed on November 22, 2024.

DDOT only received one eligible application this round, which is for the Capital Crescent Trail Rehabilitation. This application was forwarded to the TPB’s selection panel for review on December 20.

DDOT has also requested that the TPB designate a portion of its suballocation to provide supplemental funding for three projects that the TPB funded through TAP in FY 2023-2024. This additional funding will ensure completion of these projects:

- Repaving the Anacostia Trail East Bank, \$58,443
- Green Infrastructure Pilot Project Part 2 – Construction, \$90,183
- Joyce Road and Beach Drive – Design, \$ 663,000

PROJECT SELECTION PROCESS

Consistent with past practice, the TPB convened a selection panel to determine funding recommendations for the District’s TAP funds. TPB staff invited representatives from state DOTs in our region, along with representatives from COG/TPB staff, to participate on this panel.

This year’s selection panel participants included:

- David Schlie, Maryland Department of Transportation
- Michael Farrell, COG/TPB Staff
- Brittany Voll, Virginia Department of Transportation
- Janie Nham, COG/TPB Staff

DDOT staff members Yvonne Jones, Kelsey Bridges, and Carolos Pazmino participated in the panel meetings and served as a technical resource for the discussion.

Prior to the panel meetings, individual panelists reviewed and scored applications for a maximum of 160 points. The total score for each project combined each reviewer's professional assessment (80 points) and regional selection criteria (80 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.

The regional selection criteria are listed below:

- Improve roadway safety (Max 10 points)
- Expand transportation options (Max 10 points)
- Support for Regional Activity Centers (Max 10 points)
- Access to high-capacity transit and, in particular, in Transit Access Focus Areas (TAFAs) (Max 10 points)
- Access for low-income communities and people of color (Max 10 points)
- Support the National Capital Trail Network (Max 10 pts)
- Safe access to schools (10 points)
- Increased access for people with disabilities (10 points):

The selection panel met on January 8. To provide a basis for discussion, each panel member provided their scores and comments in advance of the first meeting.

PROJECT RECOMMENDATIONS

As requested by DDOT (and as noted above), the panel is recommending adding funding for three projects that were approved by the TPB two years ago but have since been found to be underfunded. This additional funding will ensure the completion of those projects. The total for this additional funding is \$811,626.

The panel is recommending that the remainder of the TPB's suballocation, \$2,138,211, be awarded to the one new application received this year, which is the Capital Crescent Trail (CCT) Rehabilitation project.

Through this grant, the National Park Service (NPS) has committed to funding the first two segments (schedules) of this project, out of a total of four segments. The total for these two segments will be \$3,430,000. The TPB, through its TAP suballocation, will contribute \$2,138,211 to the construction of these two segments. The remainder of the cost, \$1,291,789, will be provided by the NPS. This additional funding from the applicant represents 38% of the project cost, which far exceeds the required match of 20%.

NEXT STEPS

The TPB will be asked to approve the selection panel's recommendations at the board meeting on January 22, 2025. Following the board's action, TPB staff will forward information regarding the approved projects to DDOT. DDOT will be responsible for determining which of the approved projects will receive FY 2025 funding and which will receive FY 2026 funding.

For more information regarding the TPB's role in these processes, please contact John Swanson (jswanson@mwkog.org; 202-962-3295).