



**MEMORANDUM**

**TO:** TPB Technical Committee  
**FROM:** Victoria Caudullo, Program Manager  
 Janie Nham, Planning Manager  
**SUBJECT:** Projects recommended for funding in FY 2027-2028 in Virginia under the Transportation Alternatives Set-Aside Program  
**DATE:** February 6, 2026

**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).

For FY 2027 and FY 2028 in Virginia, a total of \$12.5 million was made available for TPB decision-making. A selection panel has recommended funding for the projects listed below. The TPB will be asked to approve the recommendations on February 18, 2026.

Applicant	Project Title	TPB Selection Panel Recommendations
City of Alexandria	SRTS Crossing Improvements Phase II	\$ 2,172,769
Fairfax County	Columbia Pike Complete Streets	\$ 534,583
Loudoun County	Safe Pedestrian Passages to School	\$ 924,795
City of Manassas	Centreville Road Sidewalk	\$ 2,500,000
City of Manassas Park	Manassas Drive Shared Use Path	\$ 2,388,529
Prince William County	Old Carolina/Jefferson Street Sidewalk	\$ 2,470,256
Town of Vienna	Ayr Hill Avenue Sidewalk Improvements	\$ 1,488,564
		<b>\$ 12,479,496</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), 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 (TA 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/](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 TA Set-Aside is framed as a complementary component of the TPB’s local technical assistance programs, including the Transportation Land Use Connections (TLC) Program, the Regional Roadway Safety Program, and the Transit Within Reach Program.

The TA Set-Aside 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 TA Set-Aside funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews TA Set-Aside 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.

## **FY 2027-2028 SOLICITATION FOR VIRGINIA**

VDOT conducts two-year solicitations for the TA-Set Aside. The most recent solicitation covers FY 2027 and FY 2028. Applicants were required to submit a pre-application, which had a deadline of May 30, 2025. The applications were due on September 15, 2025.

For applicants from Northern Virginia, the VDOT application included a supplementary form requesting information about how projects responded to the TPB’s regional priorities related to Activity Centers, transit station access, the National Capital Trail Network, ADA, Safe Routes to School, and multimodal transportation options.

For the portion of Virginia in the TPB’s planning area, VDOT received 16 applications representing a total in requested \$27,592,756 in funding. These applications are eligible for statewide TA Set-Aside funding as well as the TPB’s sub-allocated funds. The TPB was provided with \$12,500,000 in available funding.

As in the past, Virginia conducted a three-part process for project selection for this two-year cycle:

1. The district members of Virginia's Commonwealth Transportation Board (CTB) each are provided with a suballocation from the statewide pot of funding for project selection in their districts;
2. Large MPOs select projects for sub-allocated funds;
3. The at-large members of the CTB select projects for the remainder of the statewide money.

## PROJECT SELECTION

The TPB is responsible for completing the second part of the selection process presented above. To determine its funding recommendations, the TPB staff convened a selection panel whose members individually evaluated and scored the applications and then jointly determined recommendations. The panel met on January 27 and 29, 2026. Panel participants included:

- David Schlie, Maryland Department of Transportation
- Alex Smith, District Department of Transportation
- Janie Nham, COG/TPB Staff
- Victoria Caudullo, COG/TPB Staff

Victoria Caudullo of COG/TPB staff facilitated the panel's meetings. VDOT staff members Nathan Crowther and Heidi Mitter 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):* Does the application make a compelling case that the project will reduce fatal and serious crashes on the region's roadways? Does the project have a focus on reducing pedestrian fatalities?
- *Expand transportation options (Max 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 (Max 10 points):* Does the project enhance walkability and accessibility within or between the region's 141 Activity Centers? Regional Activity Centers are places where jobs and housing are concentrated and it should be easy to walk, bike, or take transit.
- *Access to high-capacity transit and, in particular, in Transit Access Focus Areas (TAFAs) (Max 10 points):* Does the project improve pedestrian and bicycle access in high-capacity transit station

areas, and in particular, in Transit Access Focus Areas? Nearly 300 high-capacity transit stations are anticipated in the region by 2045. The TAFAs are a subset of that list. The TAFAs comprise 49 high-capacity station areas that the TPB has prioritized as opportune locations for improving ped/bike access.

- *Access for low-income communities (Max 10 points):* Does the project promote accessibility for low-income communities? In particular, is the project located in a low income area? Low income areas are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.
- *Support the National Capital Trail Network (Max 10 pts):* The project supports connections to and completion of the National Capital Trail Network, which is a regional trail network that the TPB approved in 2020.
- *Safe access to schools (10 points):* Does the project enhance safe ped/bike access to schools? (If you believe the project improves access to schools, you may still allocate points under this criterion, even if it is not specifically submitted as an SRTS project.)
- *Increased access for people with disabilities (10 points):* Does the project promote accessibility for people with disabilities?

The panel met via Microsoft Teams on January 27 and 29, 2026. To provide a basis for discussion, each member provided their scores in advance of the meeting. Staff developed average scores for each project and ranked them by their average scores. The group discussed the projects in the ranked order and jointly determined whether to fund them. The final recommendations are the result of consensus and are not simply based on a sum of the panelists' individual scores.

At the end of its final meeting, the selection panel recommended seven projects for funding. A table listing all the submitted applications and funding recommendations is attached to this memorandum.

The projects recommended for TPB funding will serve many of the TPB's key regional policies. Five of the projects are within or near Regional Activity Centers and four projects are near planned segments of the National Capital Trail Network.

## PROJECT DESCRIPTIONS

### **Safe Routes to School Crossing Improvements Phase II, City of Alexandria**

**\$2,172,769**

In addition to enhancing safety for students walking to school, this project would broaden connectivity for the neighborhoods surrounding the two project sites. This project would implement improvements identified through Safe Routes to School walk audits at two Alexandria public schools, George Washington Middle School (GWMS) and Charles Barrett Elementary School (CBES). Key improvements include adding curb extensions with high-visibility crosswalks, shortening crossing distances, and improving bus stops near GWMS. A curb extension and a raised crosswalk will also be added near CBES, and a nearby slip lane will be removed.

**Columbia Pike Complete Streets, Fairfax County****\$534,583**

This grant would be used to add a 6-foot wide sidewalk along the south side of Columbia Pike from Backlick Road to Tom Davis Drive where a gap currently exists, as well as install a high-visibility crosswalk and curb ramps across Columbia Pike at the west leg of Tom Davis Drive. By closing the sidewalk gap, the project is expected to improve accessibility and have a positive economic impact by improving pedestrian access to the surrounding businesses in the Annandale Community Business Center.

**Safe Pedestrian Passages to School, Loudoun County****\$924,795**

This project will improve safety, accessibility, and walkability near eight public schools across Loudoun County, supporting students who walk to school and promoting multimodal travel. The various site improvements include adding high visibility crosswalks and pedestrian refuges, and filling in sidewalk gaps to heighten the visibility of student pedestrians. The locations were identified by County staff with input from VDOT, and the projects are included in the County's FY 2026 adopted Capital Improvement Plan (CIP).

**Centreville Road Sidewalk, City of Manassas****\$2,500,000**

Funding from this grant would be used to fill in existing sidewalk gaps and build a pedestrian crossing across Centreville Road, a busy arterial roadway. This project would design and construct 0.2 miles of sidewalk along Centreville Road between Weir Place and Prim Lane, as well as on Carriage Lane and Reb Yank Drive. A key element of the project is to provide a pedestrian crossing across Centreville Road. The proposed sidewalks and crossing would help connect a residential community of about 300 residents to the Weems Elementary School and other commercial businesses along the corridor.

**Manassas Drive Shared Use Path, City of Manassas Park****\$2,388,529**

This project would enhance multimodal connectivity along Manassas Drive by constructing a continuous shared-use path from Broad Street to Railroad Drive. Under this effort, a 0.21 mi section of shared use path would be built on the west side of Manassas Drive between Broad Street and Railroad Drive. Additional enhancements include new curb ramps for greater accessibility, improvements at a rail crossing, and installation of pedestrian-scale signs and signal upgrades to improve visibility and safety. These improvements will enhance multimodal access, especially to the Manassas Park VRE Station and the City's downtown area.

**Old Carolina/Jefferson Street Sidewalk, Prince William County****\$2,470,256**

Under this project, a safe pedestrian crossing over railroad tracks would be provided in addition to completing a missing segment of sidewalk that connects Prince William County with the Town of Haymarket. This project would construct a segment of sidewalk along Old Carolina Road/Jefferson Street from Sommerset Crossing to Fayette Street where none currently exists. Additional enhancements include adding a crosswalk immediately south of the railroad tracks and adding a pedestrian automatic gate at the railroad crossing. In addition to enhancing pedestrian safety, it will create a connection to extensive non-motorized trail networks.

**Ayr Hill Avenue Sidewalk Improvements, Town of Vienna**

**\$1,488,564**

Funding from this grant will improve accessibility along Ayr Hill Avenue by providing a PROWAG/ADA compliant sidewalk along one side of Ayr Hill Avenue where the existing sidewalk is just 36 inches wide, as well as install switchback ramps at the intersection of Ayr Hill and Center Street. With the addition of this sidewalk, residents will have ADA/PROWAG-compliant access to the bus stops along Lawyers Road, as well as the commercial business along Maple Avenue, the Town's main thoroughfare.

**NEXT STEPS**

The TPB will be asked to approve the selection panel's recommendations on February 18, 2026. Following the board's action, TPB staff will forward information regarding the approved projects to VDOT for inclusion in the Commonwealth's Six-Year Improvement Program (SYIP) for Transportation.

Later this spring, the CTB will consider whether to award funding, using the statewide TA Set-Aside funds, to the remaining Northern Virginia applications. Once all selections are finalized, VDOT staff will work with applicants to administer funding.

**FY 2027-2028 Applications and Funding Recommendations for the  
Transportation Alternatives Set-Aside Program in Northern Virginia**

<b>Applicant</b>	<b>Project Title</b>	<b>Funding Request</b>	<b>TPB Selection Panel Recommendations</b>
Alexandria City	SRTS Crossing Improvements Phase II	\$ 2,172,769	\$ 2,172,769
Fairfax City	Norman Avenue Sidewalk	\$ 2,500,000	
Fairfax County	Columbia Pike Complete Streets	\$ 534,583	\$ 534,583
Loudoun County	Blossom Dr: Victoria Station to Magnolia Rd	\$ 329,291	
Loudoun County	Cascades Pkwy: Nokes Blvd to Woodshire Dr	\$ 2,500,000	
Loudoun County	Pacific Boulevard: Waxpool Rd to W&OD Trail	\$ 207,180	
Loudoun County	Safe Pedestrian Passages to School	\$ 924,795	\$ 924,795
Manassas City	Centreville Road Sidewalk	\$ 2,500,000	\$ 2,500,000
Manassas Park City	Manassas Drive Shared Use Path	\$ 2,388,529	\$ 2,388,529
Prince William County	Route 29 Shared Use Path	\$ 1,039,743	
Prince William County	Elm Farm Road Shared Use Path	\$ 2,334,174	
Prince William County	North Woodbridge Pedestrian Bridge	\$ 1,329,920	
Prince William County	Old Carolina/Jefferson Street Sidewalk	\$ 2,470,256	\$ 2,470,256
Prince William County	Old Bridge Road Sidewalk	\$ 2,372,952	
Vienna Town	Mashie Drive SE Sidewalk	\$ 2,500,000	
Vienna Town	Ayr Hill Ave Sidewalk Improvements	\$ 1,488,564	\$ 1,488,564

\$27,592,756

\$12,479,496