



REGIONAL APPLICATION FOR THE NATIONAL CAPITAL REGION TRANSPORTATION ALTERNATIVES PROGRAM

APPLICATION DEADLINE FOR FY 2015 DC FUNDING: 5:00 p.m., FRIDAY, AUGUST 1, 2014

The Transportation Alternatives (TA) Program is a federal program created through MAP-21 that provides funding for projects considered “alternatives” to traditional highway construction. In the Metropolitan Washington Region, a portion of TA Program funding has been sub-allocated for competitive project selection by the National Capital Region Transportation Planning Board (TPB). Eligible applicants seeking funds under the regional program must complete the following application process.

Application Requirements:

An application for funding under the regional TA Program must include:

- 1) A completed Regional Application***
- 2) A completed application for the District of Columbia***

Application Considerations:

- A portion of the TA funds for the District of Columbia is sub-allocated to the MPO for the Washington Region, the National Capital Region Transportation Planning Board (TPB). The TPB must select projects for this funding using a competitive process. The TPB is coordinating with the District Department of Transportation (DDOT) to solicit project applications for TA funding and will work with DDOT to review and select applications for its sub-allocation.
- The intent of the regional TA Program is to focus limited resources on construction projects. Design funding is available only for projects that are already funded for construction under this program or by the jurisdiction. Eligible projects must have 30 percent design plans completed (and included with the application) to demonstrate that projects are able to move forward, that potential problems have been identified, and that appropriate cost estimates can be determined. Regional TA Program funding will not be used for planning.
- **Applicants are strongly encouraged to submit proposals for a minimum of \$100,000.**
- Applications for funding under the regional TA Program will be reviewed by a Technical Review Committee. The panel will recommend a slate of projects to the TPB, which will have final approval of the projects. In making its selection, the TPB will seek to ensure that funds are awarded to a broad cross-section of projects and agencies.
- Regional selection criteria reflect the goals and policies of the TPB. The selection criteria will be used to evaluate whether projects achieve the following: increase transportation options for pedestrians, bicyclists and other non-drivers; enhance walkability and accessibility within regional activity centers; promote accessibility for people with disabilities and for disadvantaged communities; enhance safe bicycle and pedestrian access to schools; provide public involvement opportunities; and demonstrate collaboration within and between jurisdictions. *NOTE: Applications are not required to meet all of the listed criteria.*
- Applicants are encouraged to collaborate with other agencies, including transit, land-use, transportation, and state agencies, and other regional partners.
- The regional application and more details about the regional TA Program can be found at www.mwcog.org/tap. For more information, please contact John Swanson (202-962-3295, jswanson@mwcog.org).

Additional details about the regional TA Program may be found at www.mwcog.org/tap.



REGIONAL APPLICATION FOR THE NATIONAL CAPITAL REGION TRANSPORTATION ALTERNATIVES PROGRAM

Project:

TAP Funding Request: \$

Project Manager:

Phone:

Email:

ACCESSIBILITY FOR ALL USERS

Describe how the project addresses the TPB's goal of broadening regional mobility choices and improving the accessibility of transportation facilities for pedestrians, bicyclists, and other non-drivers.

Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.

ACCESSIBILITY TO TRANSIT AND EMPLOYMENT

As a regional policy, the TPB seeks to promote the development of transportation alternatives in Regional Activity Centers. Is any portion of the project located within a [Regional Activity Center](#)?

Yes No Center:

Is the project located within 3/4 of a Metrorail (existing or under construction) or commuter rail station?

Yes No Station:

PROJECT COORDINATION

Describe how the project supports regional planning documents, including the [TPB Vision](#) and [Regional Transportation Priorities Plan for the National Capital Region](#).

SAFE ROUTES TO SCHOOL

Does this project meet the federal eligibility requirements outlined for Safe Routes to School?

Yes

No