



TA Set-Aside Application

Cinderbed Bikeway

Project Status: Scored

Organization: Fairfax County
Project ID: 1812

General

1. Project Sponsor

Organization

Fairfax County

Name

Tom Biesiadny

Address

4050 Legato Road

Address 2

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City

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State

va

ZIP Code

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Email

tom.biesiadny@fairfaxcounty.gov

Telephone

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(703) 877-5723

2. Project Manager

Organization

Fairfax County Department of Transportation

Name

W. Todd Minnix

Address

4050 Legato Road

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Project Information**3. Sponsor DUNS Number**

74837626

4. Project UPC Number (Existing Projects Only)

106143

5. Project Title

Cinder Bed Road Bikeway

5a. Provide a description of the project and a clearly defined scope of the improvements to be made utilizing Transportation Alternatives funds. Should additional space be needed please use the upload feature located at the bottom of the page. Please label the document "Project Description"

The Cinder Bed Road Bikeway will be approximately 3.1 miles in length and connect Fort Belvoir with the Franconia-Springfield Metrorail Station. It will also interface with the Fairfax County Parkway trail and several large established neighborhoods and corporate centers. The project will be a combination of asphalt trails, segments being constructed on an abandoned railroad alignment, as well as on-road bike lanes. The trail portions will be asphalt paved, ten feet in width with gravel shoulders. We anticipate that the trail will be lighted. This trail will provide not only benefits to commuters accessing the Metrorail station by bicycle, but will also serve recreational riders as well.

6. Identify beginning and ending termini and provide a location map with the project area clearly marked.**Start Location**

Fairfax County Parkway

End Location

Franconia-Springfield Metrorail Station

ZIP Code

22315

ZIP +4**7. Project Location****Is this project located within a Transportation Management Area (TMA)?**

Yes

If yes, please indicate which MPO area:

Northern Virginia

8. Local Jurisdiction Population (based on 2010 census data)

Greater than 200,000

9. Select primary category of eligibility even if other categories may apply.

Construction of bicycle and pedestrian facilities

10. Does this project qualify as a “Safe Routes to School” project based on the criteria below?

- Eligible infrastructure activity
- Project is located within 2 miles of an elementary / middle school (K-8th)

No

10a. Do you wish to pursue this as a SRTS project?

No

\$ Funding

Project Funding

11. Total project cost (*) is to be limited to the project described in this application and based on the beginning and ending termini provided. This should not be considered the “whole” of a multi-phased project. According to the attached Project Budget - Attachment C, the following project costs can be demonstrated:

11a. Total TA Funding needed for this project - Cannot exceed 80% of total project cost	\$2,000,000.00
11b. Total Local 20% Match Required - Based on the anticipated TA funds above	\$800,000.00
11c. Other Project Funds (Non-TA funds) - Include local funds, other grants and donations	\$0.00
11d. Total Project Cost (*) - Sum of above; should match Attachment C	\$4,000,000.00

12. Federal Transportation Alternatives Funding

	This Application	Prior TA Funding Received
12a. Federal TA Funds	\$800,000.00	\$1,200,000.00
12b. Local 20% Match	\$200,000.00	\$300,000.00

13. Do you plan to use in-kind to meet all or part of the 20% local match requirement?

No

13a. If yes, provide the estimated value of services and / or donations to be applied as in-kind match. Include this amount in Item 11b and 12b.

13b. If planning to use in-kind match, explain in detail the services and/or donations to be provided.

14. If not in-kind, identify the proposed funding source(s) for the required match on this project.

The County will provide commercial and industrial tax funds from our County and Regional Transportation Projects Fund (Fund 40010).

15. A local 20% match contribution is required – how much additional local contribution (above the required 20%) is proposed? Include this amount in Item 11c.

\$1,500,000

16. Is there additional (above the 20% match) non-sponsor or non-local funding secured at this time - other grants, state funds, corporate donations, etc.?

No

16a. If yes, provide the amount of non-local funds secured at this time. Include this amount in Item 11c.

16b. Identify the source of this funding and provide the deadline or expiration date for these funds (if applicable).

16c. Identify any additional funding that is being applied for and when these awards will be announced. Note whether these funds are contingent upon receipt of the TA funding.

17. If federal funds are expended on PE, regulations require that the project progress to a completed construction phase. In the event that additional TA funding is not secured, what funding source(s) will be utilized to complete this project?

The County will be able to secure commercial and industrial tax funding from the County and Regional Transportation Project Fund (Fund 40010) in the event the funding is not available to fully fund the project. However, this would remove funding from bicycle and pedestrian projects that do not have grant funding.

 Concept

Project Concept

18. Has the sponsor performed an on-site evaluation of the project to determine the project's constructability and cost?

Yes

If Yes, provide date

4/1/2014

Identify those who attended the on-site evaluation

In April 2014 County Staff, Fort Belvoir Staff and engineering consultants performed a walk through of the abandoned rail right of way

19. Describe any possible challenges or obstacles that will could require additional design consideration, cost or design waivers.

Since the project is located mostly within an abandoned rail right of way there are no major concerns for grading and drainage design waivers. However, since the project has a section that is remote, considerations will be taken for safe usage at night. This could include lighting or additional clearing.

20. Has the local VDOT Office had an opportunity to offer comments regarding the project scope, conceptual project plans, preliminary drawings or cost estimate? Have these comments been incorporated into this application?

21. The use of federal transportation funds requires compliance with the Americans with Disabilities Act (ADA); describe how this project will meet these design requirements. If this is a pedestrian and/or bicycle facility, include a description of the proposed surface (concrete, asphalt, etc) and width of the completed facility including any bridges.

The Cinder Bed Bikeway will be a 10' bituminous asphalt shared use path that meets VDOT's design requirements. By meeting VDOT's design requirements ADA requirements will be met

22. Describe any anticipated challenges to meeting ADA design requirements including slope / terrain, width/clearance limitations, historic features, etc.

There are no anticipated obstacles to meeting ADA

23. Is the project located within a designated historic district or within a downtown business district?

No

If yes, how will the project improve the aesthetic value of the affected area? What economic impacts will the proposed changes have?

24. It is expected that the sponsor will maintain the facility for its useful life. Provide details regarding maintenance and upkeep of the completed facility – identify who will be providing upkeep, what services will be provided, how long the services will be provided and where the funding for these services will come from.

The trail will be maintained by the Fairfax County Department of Public Works in the same manner that all trail facilities are maintained.

25. If this project is for a pedestrian and/or bicycle facility, mark which best describes the project's primary transportation function:

Commuting to and from workplace

26. If this project involves restoring an historic transportation facility, describe the proposed future use of the restored facility including details regarding the proposed staffing and operation of the facility, identifying potential funding sources for these activities.

Yes **Description**

27. If this project provides vegetation management, describe the transportation right-of-way and how the project will improve roadway safety, prevent against invasive species, and/or provide erosion control.

Yes **Description**

28. If this project provides for archeological activities, describe the negative impacts of the related transportation project and how the proposed TA activities will improve or mitigate these impacts.

Yes **Description**

29. If this project provides environmental mitigation and/or pollution prevention – identify the impacts of highway construction and/or highway run-off and describe how the proposed TA activities will improve or mitigate these impacts. Identify any waterways (rivers, streams, etc) being directly impacted / polluted by the current run-off.

Yes **Description**

30. Does this project support or improve an existing or planned highway project?

No

If yes, identify the highway project and explain how this TA project will improve or support it.



Improves Transportation Network

Project Improves Transportation Network

31. Does the project provide new access (access that does not currently exist) to transit stations, commuter lots, bus stops, etc.?

Yes

If yes, provide a description of the public transportation links and explain how this TA project will improve the existing network.

The Cinder Bed Road Bikeway will provide direct non-motorized access to the Franconia-Springfield Metrorail Station

32. Does the project provide connections to existing regional trails or pedestrian / bicycle facilities? Does the project provide a "missing link" in the existing transportation network?

Yes

If yes, explain making sure to identify the specific location and connections provided and the missing links addressed. Include a location map to demonstrate the connections and/or missing link.

This bikeway will interface with the existing Fairfax County Parkway Trail, the Franconia Springfield Parkway Trail, as well as a network of both on-road bike facilities and recreational trails. It will fill a void in the regional trail network (missing link) by opening up non-motorized access to the southern side of the Metrorail Station and adjacent neighborhoods

33. Does the project provide bicycle/pedestrian facilities where none previously existed?

Yes

If yes, explain why this location was chosen and include pictures of the proposed location.

Currently, the area south of the Franconia Springfield Metrorail Station is isolated. Interstate 95 and the CSX Railroad mainline act as barriers. While there are some neighborhood trails, there is no connectivity to transit, activity centers, or employment centers.

34. Does this project increase opportunities to meet daily needs without motorized transportation?

Yes

If yes, give specific destinations served including schools, libraries, shopping, healthcare, etc. and the anticipated number of persons that will benefit or use the facility.

This bikeway will provide a direct connection between the Metrorail station and employment centers including Fort Belvoir. The construction of the Cinderbed Road Bikeway will significantly enhance both local and regional connectivity. As one citizen described it, "you can bike from Fort Belvoir to the Pentagon."

35. Does this project add features/devices that will improve bicycle and pedestrian safety (ex. crosswalks, bike/ped signals, lighting, physical barriers to separate facilities, etc.)?

No

If yes, provide a description including any accident data available.

36. Does this project incorporate traffic calming design elements such as bump outs, raised intersections, street trees or crosswalks in a contrasting color?

No

If yes, explain what traffic calming elements are being incorporated and how they will improve pedestrian safety.

37. Is this project in the locality's local/regional transportation plan?

Yes

Name the plan and explain how this project will help achieve or support the plan goals.

The project is identified in the County's Bicycle Master Plan



Sponsor's Ability to Administer

Sponsor's Ability to Administer Federal Project

Federal regulations require that the sponsor provide a full-time employee who is responsible for all major project decisions as explained in Chapter 3.1 of the LAP Manual. This person is referred to as the sponsor's Responsible Person (RP) and may, or may not, be the project manager. Failure to provide a qualified RP may eliminate the project from consideration.

38. Identify the full-time staff member assigned as the "Responsible Person" for this project:

Name	Title	Years in this position
W. Todd Minnix	Division Chief	6

39. Describe the experience and / or training that qualifies this individual to be the responsible person for a federal-aid transportation project

Education/Certifications	Training / Classes	Project Related Experience
Professional Engineer	Local Assistance Seminars Core Curriculum for Locally Administered Projects	Mr. Minnix has been the RP for the following recent federal aid projects (with UPC): McLean Streetscapes - 50110,86354 McLean Gateway - 103594 Lorton Arts Cross County Trail - 94287 Jones Branch Connector - 103907 More projects are outlined in the attached RTA.

40. Select from the following the best choice describing the RP's experience:

The RP has successful experience providing oversight or administering a federal-aid transportation project within the previous five years

Regarding the experience noted above, briefly describe the two (2) most recent *federal-aid* projects including project scope, phases included (PE, RW, CN), cost and whether or not the project finished on-time and on-budget.

The attached RTA has a list of federal projects that the Fairfax County DOT has worked on or is currently working on.

41. Describe the RP's role and responsibilities while overseeing these projects

Mr. Minnix duties as the RP for the attached projects has been the lead of the Transportation Design division and has ultimately been responsible for the delivery of each project.

42. Has the RP completed VDOT's Core Curriculum on-line training found on VDOT's Locally Administered Projects webpage (www.virginiadot.org/business/local-assistance-lpt.asp)?

Yes

43. VDOT is required by federal regulation to ensure that the sponsor is adequately staffed to ensure the project is satisfactorily completed. Sponsors may supplement their staff with consultants, including project management duties.

Is the Responsible Person also the Project Manager (PM)?

No

If not, indicate:

The following local staff member will be assigned as Project Manager:

PM will be identified from current pool of FCDOT staff experienced in federal aid projects.

Project management will be performed by a consultant:

Project manager unknown at this time

44. The sponsor's staff and their consultants must have a working knowledge of the locally administered projects (LAP) process and the federal regulations affecting federal aid projects. Select from the following the best choice describing the proposed PM's experience:

The PM has been lead project manager on one or more federal-aid transportation project(s) within the previous five years

Regarding the experience noted above, briefly describe the two (2) most recent federal-aid projects including project scope, cost and whether or not the project finished on-time and on-budget.

Applicable

Description

As outlined in the attached RTA, Fairfax County has multiple project managers with federal aid experience.

45. Describe the PM’s role and responsibilities managing the referenced projects including any challenges / delays encountered. How were these challenges resolved?

Applicable

Description

Each individual PM's experience has been outlined in the attached RTA.

46. Provide PM’s most recent experience managing a Transportation Enhancement / Alternatives project include brief project description, history and any challenges encountered.

Applicable

Description

Fairfax County has several project managers that have completed or are currently working on Transportation Alternatives/Enhancement projects. The PM selected will either have the experience or have the resources within the staff.

47. Has the PM completed training utilizing FHWA’s Federal Essentials for Local Public Agencies (www.fhwa.dot.gov/federal-aidessentials/) ?

48. Will the sponsor need to supplement their staff to complete this federal aid project?

Yes

If yes, select the services that will need to be outsourced:

Environmental

Design

Right of Way

Construction Engineering / Management & Inspection

Materials Testing

49. Federal regulations require that the sponsor demonstrate “sufficient accounting controls” to administer a federal-aid project. This requirement is identified in Chapter 2.2 of the VDOT LAP Manual. Briefly describe the local financial management system – currently in place that will track / monitor project costs. Include the type of software used (if applicable) and the process by which costs are verified for reimbursement.

Fairfax County currently uses an SAP ERP Financial Management System. All project costs will be tracked in this system with all the reporting features of SAP available.

Project's Readiness to Proceed

50. Design / engineering will be performed:

Utilizing an outside consultant firm yet to be procured

51. Is this project part of a larger / multi-phased construction project?

No

If yes, include a map clearly identifying the proposed phases and their status, and describe how the prior / future phases relate to this project.

52. These funds will not participate in the costs of master plans, feasibility and/or preliminary engineering studies. Has this work been completed using other funding source(s)?

Yes

If yes, attach a copy of the plan / study and briefly summarize the results below.

The Fairfax County Bicycle Master plan was adopt on October 28, 2014. The executive summary is attached. The Bicycle Master Plan includes language on access to Metrorail stations and the Cinder Bed Road Bikeway is identified on the plan.

53. Has design work started?

Yes

If yes, answer 53a and 53b.

53a. Have these plans been reviewed by appropriate state / local official?

53b. Design has been started, and _____ plans have been completed.

No

54. The ability to secure right of way (including easements) needed for a project is critical to a project's success; which of the following best describes the right of way situation for this project:

It is unknown what right of way and/or easements will be needed

55. This program will not participate in the cost of relocating overhead utilities for scenic beautification or betterment purposes. It will however participate in the costs required to eliminate conflicts. Are there existing utility poles located within the proposed project area that will need to be relocated in order to complete the proposed improvements and/or meet ADA width/clearance requirements?

No

If yes, include pictures of poles within the specified project area explaining how their removal/relocation will impact the project.

55a. Has the right of way needed for relocation of the poles been secured?

56. If overhead utilities are in conflict, has the local utility company(s) been consulted regarding removal and /or relocation of its facilities?

No

If yes, please identify the utility carrier(s) and specify whether or not these costs are included in the attached budget.

57. Are there other conflicts / obstacles that must be addressed for the project to move forward?

Retaining wall

Other: Security Concerns

58. If awarded, these funds will be available October 1 - the beginning of the new Federal fiscal year. How long after this date will you be ready to begin incurring cost for reimbursement?

12 months

59. If this application is for a pedestrian and/or bicycle facility, it may qualify for 100% federal Open Container (OC) safety funding. These funds focus on improving safety for pedestrians and/or bicyclists along active roadways. If this project accomplishes one or more of the following it may be eligible for OC funding:

- Provides pedestrian and/or bicycle safety treatment at locations with history of pedestrian and/or bicycle crashes
- Provides infra-structure that connects pedestrian / bicycle generating land uses
- Road diet that creates bicycle lanes
- Reduces conflict points (opportunities for conflict) between motorists, bicycles and pedestrians
- Improves the opportunity for pedestrians and / or cyclists to safely cross a roadway
- Eliminates a barrier for non-motorized travel
- Provides separation or dedicated space for non-motorized travelers along a high-speed or congested route

Do you believe this project qualifies for OC funding?

Yes

If planning to apply for Open Container (OC) funding, will the OC funding request be the same amount as this TA application funding request (including local match) (OR) in addition to the TA funds requested in this application?

If interested in applying for OC funding, complete a separate [Bike/Pedestrian Safety Application](#) in the SMART Portal.

Note: Deadline for Open Container (OC) funding consideration is November 1, 2016.

Attachments

Attachment A – Supplemental Information for TMA projects: *Required if project is located in an MPO within a TMA.*

Yes

Attachment B – Supplemental Information for Safe Routes to School (SRTS) Projects *Required if answered “Yes” to Question 10a*

N/A

Attachment C – Project Budget: *Required for ALL projects*

Yes

Attachment D – Existing Project Status: *Required for EXISTING projects only*

Yes

Attachment E – VDOT Administration Request: *Required if population less than 5,000 and requesting VDOT assistance*

N/A

Sponsor Certification

Public Hearing / Information Meeting Held

Public Notice Attached

Date

Yes

9/15/2016

MPO Endorsement (if applicable)

Endorsement Attached:

Date

Resolution from Project Sponsor

Resolution Attached:

Date

Yes

10/18/2016

Sponsor certifies the following: *(Read and check each statement below)*

We are familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual.

Yes

We will provide technical guidance and oversight to staff and/or consultants throughout project development.

Yes

Budget accurately reflects cost of proposed project based on preliminary work performed.

Yes

Project development will comply with all state and federal regulations, including ADA requirements.

Yes

We understand this project must be substantially complete and/or ready for construction within four (4) years of the initial federal funding.

Yes

We will be responsible for ensuring future maintenance and operating costs of the completed project.

Yes

By selecting agree I certify that the above statements are true and correct to the best of my knowledge.

Yes

Sponsor Name

Date

Tom Biesiadny

10/31/2016

 Attachment A

Attachment A: *Projects Located in a TMA*

1. Describe how the project is consistent with the MPO's current long range transportation plan (LRTP).

The Cinder Bed Road Bikeway is consistent with the County's Bicycle Master Plan, the Transportation Section of the Fairfax County Comprehensive Plan, and has been referenced in the Fort Belvoir Master Plan. It is consistent with the County's and Region's efforts to promote bicycling as a transportation mode , to reduce single occupancy vehicle travel, improve air quality, and promote personal health. This will meet Goal 1, 4 and 6 under the Metropolitan Washington Council of Government's (MWCOC is the MPO for Northern Virginia) Regional Transportation Priorities Plan.

2. Describe how the project fits within local adopted master plans and specific goals of local and/or state government agencies and other organizations. Describe how the project originates from planning work conducted in the jurisdiction. Note if the project is included in any planning documents and how it supports the local land use plan.

During the outreach efforts conducted as part of the bicycle master plan project, comments were received suggesting improved access and connectivity for bicyclists desiring to traverse Fairfax County. The southern part of Fairfax County was specifically mentioned. While many obstacles were mentioned, many opportunities were also brought forward, a bikeway/trail network connecting Fort Belvoir to the Franconia-Springfield Metrorail Station and adjacent neighborhoods was one such idea. As a result, this connection is now identified in the bicycle master plan.

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

This facility will provide 3.1 miles of exclusive bikeway, free of motor vehicle travel. Those who now navigate their way to the Metrorail station, activity centers, and places of employment by using side paths and our existing network of on-road bike lanes will now have a choice. The facility will also enhance access for those bicyclists who feel less safe sharing the road with vehicular traffic, including families with young children who want to bike

4. Describe how this project enhances transportation facilities for those with special needs, pursuant to Americans with Disabilities Act (ADA) requirements.

The bikeway will be 100% ADA accessible. While the 3.1 mile length may limit use by those with special needs, the facility will also enhance neighborhood connectivity. The bikeway and its connecting trail network will enhance mobility for those groups, providing new connections for commuting, recreation, running errands, or simply visiting neighbors.

5. Describe all public participation activities to date on the proposed project and what has been done to obtain public and community support. Please also describe any project coordination with other jurisdictions or agencies.

To date, there has been extensive public participation through outreach meetings conducted as part of the Fairfax County's Bicycle Master Planning Study. Eight sub-area meetings, two countywide meetings, three stakeholders meetings and six special interest group meetings were held as part of the public outreach for the bicycle master plan.

If your project is in the National Capital Region, please answer the following additional questions:

1. 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

Center:

Springfield

2. Is this project located within ¼ miles of a Metrorail (existing or under construction) or commuter rail station?

Yes

Station:

Franconia Springfield Metrorail and VRE

3. Describe how the project creates linkages for users to transit and/or employment, as well as how the project fills a gap in the existing non-automobile transportation infrastructure.

The project will create a new trail connection between the Franconia Springfield Metrorail Station , Fort Belvoir, and South County neighborhoods. Both bicycle and pedestrian connectivity will be greatly improved in this area of Fairfax County.

 Attachment B

Attachment B: Safe Routes to School Projects

Project Sponsor Organization

1. Attach a letter of support from the school principal or division superintendent, indicating their support of the project as well as their desire to encourage their students to walk and bike to school.

Attached:

2. Provide the name of the school(s) and school division this project serves, indicating whether the school is designated Title-1.

3. Current Travel Modes: (Estimate for all students and use aggregate totals for 2 or more participating schools)

Travel Mode	# of Student(s)
Walk	
Bike	
School Bus	
Family Vehicle	
Carpool	
Public Transit	
Other	
Total	

Source

Date/Month (YYYY-MM)

4. Current Travel Distance: *(Estimate for all students and use aggregate totals for 2 or more participating schools)*

Distance lived from school	# of Student(s)
Less than ½ mile	
½ to 1 mile	
1 to 2 miles	
Over 2 miles	
Total	

Source

Date/Month (YYYY-MM)

5. Was a SRTS Parent Survey conducted by the school to determine whether they identified the project as a need?

If yes, summarize the results of the survey, particularly how they relate to the project, and indicate the year the survey was completed.

6. Describe the barriers that currently prevent kids from walking/biking safely to school and how this project would mitigate or remove those barriers. In particular, how will this project improve the safety of the route to school and encourage more children to walk or bike?

7. Describe any efforts that the school or community is currently involved in to encourage kids to walk or bike to school.

This would include any efforts that fit into the four "E's" of SRTS – education, encouragement, enforcement and evaluation, as well as any policies the school has that promote or discourage walking or biking to school.

Attachment C

Attachment C: *Project Budget Template*

[Click to download a template for Attachment C](#)

This **template** is an example to be used in creating a detailed project cost estimate – not a form to be completed online. Prepare a budget that is broken down by developmental phases – Preliminary Engineering, Right of Way and/or Construction – including specific line items that are appropriate to the project described in this application.

Note that every budget must include some funding in Preliminary Engineering to cover VDOT coordination, plan review and environmental charges. If the project includes a Construction phase, note that there should also be an amount budgeted in Construction for additional VDOT oversight charges to include attendance at the pre-construction meeting and Civil Rights reviews if required.

If this project is part of a larger, multi-phased endeavor, the project budget should only address costs for the specific project scope described in the current application and identified by the termini included in Item 6. Remember that with new TA projects, each project or phase will be funded separately receiving a new project agreement and project number. **EXCEPTION: If this project has received past TE funds and is a continuation of the proposed TE project as described in previous applications, a second column should be added to the budget identifying the prior funds received.**

Attachment D

Attachment D: *Status of Existing Projects*

Identify project status and activities completed to date for the project / phase that is currently requesting funds. Check all activities that have been completed on this project / phase and provide additional details of the progress made utilizing the text boxes available for each activity.

1. Project Initiation

Initial Project Agreement fully executed March 18, 2015

Yes

Kick-off meeting with VDOT

No

2. Environmental

Environmental (NEPA) document initiated

No

VDOT performing environmental coordination

No

Preliminary plans have been submitted to DHR for review

No

Environmental document complete and no adverse effect (Or MOA executed)

No

3. Preliminary Engineering for current phase in development

RFP for design services developed

No

Design underway

No

50% Plans submitted for VDOT review

No

90/100% Plans submitted for VDOT review

No

Final plans and bid document submitted to VDOT

No

4. Right of Way

No property or easements required

No

R/W plans/ survey complete

No

Appraisal(s) complete

No

All required property acquired/secured

No

R/W certification complete

No

5. Project Resources

Additional funding is available to complete project if this request is not fully funded – no additional TA funding will be requested.

No

Additional TA funding will be requested if this request is not fully funded.

No

6. Provide any additional information that might help establish the progress made to date. *This may include fundraising, public meetings/charrettes, significant donations or other milestones met.*

Attachment E: *Request for VDOT Administration*

In an effort to assist smaller localities that may not have the staffing necessary to administer a federally funded transportation project, the Department will consider administering a Transportation Alternatives project if requested to do so by the Local Project Sponsor. The Sponsor should discuss this possibility with local VDOT staff prior to submitting their application.

This offer would only be available to localities having a population less than 5,000 and projects that are of a linear nature such as sidewalks and trails. The Department can only consider offering these services if the required staffing is available. In addition, other factors may be considered when VDOT is making a determination of acceptance or not. There is NO guarantee that if a Local Sponsor requests VDOT assistance that the Department will be able to provide the project administration. Therefore every Sponsor must be in a position to administer the project being proposed and should complete the application assuming they will be administering the project.

This offer cannot be made for existing projects and must be made at the time of applying for federal TA funds unless otherwise decided by the Department. When requesting that VDOT administer the project, the following must be understood by the Local Sponsor:


- The Local Sponsor will have to sign a Project Administration Agreement
- The Local Sponsor will be responsible for providing the 20% local match amount
- The local match will be required in cash (no in-kind donations) prior to work beginning
- Any costs above the federal and match amounts will be 100% the responsibility of the Local Sponsor; there are no VDOT funds available for this program
- The Sponsor will be responsible for submitting subsequent TA applications if additional funding is required. They will also be responsible for the additional match requirement if funding is awarded.
- The Local Sponsor will be responsible for maintenance of the completed facility unless otherwise agreed to by the Department
- Department staff will charge their time to the project and these costs will be deducted from the federal allocation and local match contribution
- Department administration will include: design, environmental coordination, advertisement, and construction oversight
- The Project Sponsor will provide final acceptance of the proposed low bid prior to contract award

I understand the requirements above and would like to request that VDOT consider administering this project on the Sponsor's behalf. I understand that there is no guarantee that the Department will be in a position to provide these services and am fully prepared to pursue this project if awarded funding.

No

Sponsor Name

Date

 Supporting Documents

Current Attachments

<p>Description Public Meeting Advertisement</p> <p>Attachment Type Other</p> <p>File Name Advertisement FY2018.pdf</p>	<p>Description Fairfax County RTA</p> <p>Attachment Type Other</p> <p>File Name VDOT RTA Form Rt 28 29 AUG 2016.docx</p>
<p>Description On Site Photos</p> <p>Attachment Type Other</p> <p>File Name Cinder Bed Pictures.docx</p>	<p>Description Cost Estimate</p> <p>Attachment Type Detailed Cost Estimate</p> <p>File Name Cinder Bed Cost Estimate.xlsx</p>
<p>Description Cinder Bed Alignment</p> <p>Attachment Type Project Sketch</p> <p>File Name Cinderbed Overview.pdf</p>	<p>Description Bicycle Master Plan</p> <p>Attachment Type Local Comprehensive Plan</p> <p>File Name Bicycle Master Plan.pdf</p>
<p>Description Resolution</p> <p>Attachment Type Resolution of Support</p> <p>File Name cbb.pdf</p>	

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