



Visualize 2050 Planning and Programming Process

Bicycle, Pedestrian and Micromobility Planning

Part 21 of 27



National Capital Region
Transportation Planning Board

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OVERVIEW OF REGIONAL BICYCLE, PEDESTRIAN AND MICROMOBILITY PLANNING

The National Capital Region Transportation Planning Board (TPB) supports active transportation and creating walkable, bikeable communities. TPB's member jurisdictions maintain bicycle, pedestrian, and micromobility programs, and integrate active transportation into their highway and transit planning.

"Micromobility" refers to any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other lightweight, wheeled conveyances.¹ Wheelchair users are treated as pedestrians.

Within this context, the TPB incorporates bicycle, pedestrian and micromobility considerations into overall regional transportation planning and coordination through its subcommittees, technical assistance programs, the Street Smart pedestrian and bicycle safety campaign, and the Commuter Connections program.

TPB'S ROLE AND KEY STAFF

The TPB and the Metropolitan Washington Council of Governments (COG) support bicycling and walking and their health, community, pollution reduction, and congestion reduction benefits for the region. The TPB and its member jurisdictions have adopted a set of strategies and actions to make the region's communities more walkable and bikeable.

Strategies for Increasing Active Transportation

To increase walking and bicycling in the region, the TPB has promoted the following strategies:

1. Adoption and implementation of Complete Streets policies that mandate the provision of bicycle and pedestrian facilities as part of every transportation project, with limited exceptions.²
2. Use of zoning rules to concentrate development in walkable, bikeable activity centers³ connected by mass transit.⁴
3. Development of local and regional shared-use path networks which connect people to jobs, shopping, schools, and recreation via high-quality, low-stress facilities.⁵
4. Adoption of agency bicycle, pedestrian, and trail plans to guide capital improvement decisions.

¹ Federal Highway Administration (March 21, 2025). *Micromobility*.
<https://www.fhwa.dot.gov/environment/micromobility/>

² National Capital Region Transportation Planning Board (2025). *Complete Streets Policy*.
<https://www.mwcog.org/transportation/planning-areas/walking-and-biking/complete-streets-policy/>

³ National Capital Region Transportation Planning Board (2025). *Regional Activity Centers Maps*.
<https://www.mwcog.org/documents/2025/05/14/regional-activity-centers-maps-activity-centers-land-use-region-forward/>

⁴ National Capital Region Transportation Planning Board (2025). *TPB Vision Goals*.
<https://www.mwcog.org/transportation/plans/tpb-vision/goals/>

⁵ National Capital Region Transportation Planning Board (2025). *National Capital Trail Network 2023 Update*.
<https://national-capital-trail-network-mwcog.hub.arcgis.com/>

5. Expansion of bike and e-scooter sharing services to enhance local mobility.⁶
6. Planning and construction of a regional [National Capital Trail Network](#), which will form a continuously connected network of low-stress bicycle and pedestrian facilities, suitable for people of all ages and abilities, access the National Capital region.

Actions to Support Active Transportation Planning

The TPB has helped build consensus around these strategies and has supported the member jurisdictions' efforts with the following actions:

1. Adoption of TPB's Vision (1998) that endorsed the concentration of development in walkable mixed-use activity centers.
2. Identification of effective [walksheds](#) in 2019 and barriers to pedestrian movement near high-capacity transit stations.⁷
3. Adoption of a regional model Complete Streets policy (2012), R15-2012, and encouragement of the TPB members to adopt their own policies.⁸
4. Adoption and periodic renewal of a Bicycle and Pedestrian Plan for the National Capital Region, which summarizes what is being done for biking, walking, and micromobility, most recently completed in 2022.⁹
5. Adoption of priority strategies, Improve Walk and Bike Access to Transit and Complete the National Capital Trail Network, to target investments in walking and biking, and reporting on progress towards build-out of the trail network.
6. Providing technical assistance for Active Transportation projects through programs such as Transportation Land Use Connections (TLC), Transportation Alternatives (TA), Transit within Reach (TWR), and the Regional Roadway Safety program (RRSP).
7. Maintaining the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee, which advises the TPB's bicycle, pedestrian, and micromobility planning efforts, and serves as a forum for information exchange and coordination for such planning by the member agencies.
8. Maintaining the Public Transportation, Transportation Safety, Freight, Access for All, and the Community Advisory Committees, which serve as forums for information exchange and coordination on bicycle, pedestrian, and micromobility planning, as needed.
9. Promotion of pedestrian and bicyclist safety through the regional [Street Smart](#) campaign.
10. Compilation of GIS maps of existing and planned bicycle and pedestrian facilities.

⁶ National Capital Region Transportation Planning Board (June 3, 2024). *Dockless Bike and Scooter Share*. <https://www.mwcog.org/events/2024/06/03/dockless-bike-and-scooter-share-workshop-bicycling-bikesharing-complete-streets-walking/>

⁷ National Capital Region Transportation Planning Board (July 1, 2019). *Transit Within Reach: Walksheds*. <https://www.mwcog.org/maps/map-listing/transit-within-reach-walksheds/>

⁸ National Capital Region Transportation Planning Board (May 15, 2012). *TPB: R15-2012: Resolution Approving the Complete Streets Policy for the National Capital Region*. <https://www.mwcog.org/documents/2012/05/16/r15-2012-resolution-approving-the-complete-streets-policy-for-the-national-capital-region-complete-streets/>

⁹ National Capital Region Transportation Planning Board (May 18, 2022). *Bicycle and Pedestrian Plan for the National Capital Region*. <https://www.mwcog.org/documents/2022/05/18/bicycle-and-pedestrian-plan-for-the-national-capital-region-bicycling-bike-to-work-day-bikesharing-walking/>

11. Encouraging bicycling and walking through events such as [Bike to Work Day](#) and [Car-Free Day](#), which are sponsored by the [Commuter Connections](#) program.
12. Posting data and resources on Active Transportation in the Washington region on the TPB Resources and Applications ([TRAP](#)) web page.

TABLE 21.1: KEY STAFF

TPB Staff	Title	Role
Kanti Srikanth	Executive Director	Staff Director for the Transportation Planning Board (TPB)
Michael Farrell	Senior Transportation Planner	Program Lead
Charlene Howard	Manager, Planning Data Resources	Contributor
Janie Nham	Planning Manager, Safety and Systems Performance Analysis	Contributor
Andrew Meese	Systems Performance Planning Director	Contributor
John Swanson	Program Manager	Contributor

Role of the Bicycle and Pedestrian Subcommittee

The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee advises the TPB's bicycle, pedestrian, and micromobility planning efforts, and meeting 6-7 times per year, serves as a forum for information exchange and coordination for such planning by the member agencies. It is responsible for the update of the regional Bicycle and Pedestrian Plan and the National Capital Trail Network, which inform the pedestrian and bicycle technical inputs and other aspects of the Visualize plan.

ROLE OF KEY PLANNING AGENCIES

Numerous federal, state, local, and regional agencies, as well as private developers, nonprofits, and advocacy organizations are involved in pedestrian and bicycle planning. Table 21.2 below provides a summary of the types of agencies involved and their roles in active transportation planning and implementation.

TABLE 21.2: KEY PLANNING AGENCIES

Planning Agency	Role
Federal Agencies (US Department of Transportation, National Park Service/National Capital Region, National Capital Planning Commission, US Department of Defense)	Planning, Construction and Operation of Federal Bicycle/Pedestrian Facilities and Programs Funding and Technical Assistance for State and Local Bicycle/Pedestrian Projects and Programs
DC, Maryland, and Virginia Departments of Transportation	Construction and Operation of State Bicycle/Pedestrian Facilities Funding and Technical Assistance for Local Bicycle/Pedestrian Projects and Programs
Regional Planning Agencies (COG, Maryland-National Capital Park and Planning Commission, Northern Virginia Regional Commission, Northern Virginia Transportation Authority, Tri-County Council for Southern Maryland)	Development of Regional Bicycle/Pedestrian Plans and Programs
WMATA	Station area planning for pedestrian and bicycle access to transit
TPB Member County and City Governments	Development of County and City Plans, Programs and Construction of Facilities
Private Developers	Build sidewalks and trails in new developments.
Nonprofits and Advocacy Groups (WABA/Capital Trails Coalition, Rails to Trails Conservancy, East Coast Greenway Alliance, Adventure Cycling Association, etc.)	Plan and advocate for long distance trails and regional trail networks Encourage walking and bicycling, and promote pedestrian and bicycle safety
Private Micromobility Firms (e.g. Bird, Lime, Lyft, Spin, Veo as of July 2024)	Private firms identify preferred placement of and deploy vehicles, typically bicycles or e-scooters

PUBLIC ENGAGEMENT

The Bicycle and Pedestrian Subcommittee consists of representatives from TPB member agencies. The public may view the Bicycle and Pedestrian Subcommittee¹⁰ meetings on a YouTube livestream and learn about TPB's active transportation programs and resources through the TPB Resources and Applications website¹¹.

¹⁰ National Capital Region Transportation Planning Board (n.d). *Bicycle and Pedestrian Subcommittee*. <https://www.mwcog.org/committees/bicycle-and-pedestrian-subcommittee/>

¹¹ National Capital Region Transportation Planning Board (2025). *Active Transportation*. <https://trap-mwcog.hub.arcgis.com/pages/active-transportation>

The Street Smart Pedestrian and Bicycle Safety Campaign¹² spreads the message of pedestrian safety through paid ads, mass media, and direct outreach events throughout the region.

Commuter Connections does extensive public outreach through its Bike to Work Day¹³ and Car-Free day events. Commuter Connections partners with the Washington Area Bicyclist Association and with the Commuter Connections network of employer-based Transportation Demand Managers to create Bike to Work Day “pit stops” and encourage participation in the event.

The TPB has also held Vibrant Communities (pecha kucha-style) webinar series to highlight work conducted through some of TPB’s funding programs like Transportation Land Use Connections, Transit Within Reach, and Regional Roadway Safety Program.

MAPPING OF EXISTING BICYCLE AND PEDESTRIAN NETWORK

For Visualize 2050, bicycle and pedestrian data was collected to create a “snapshot” of the existing multimodal system in 2023. For this geospatial work data was collected from the following sources:

TABLE 21.3: GEOSPATIAL DATA FOR THE EXISTING BICYCLE AND PEDESTRIAN SYSTEM

Layer	Source
Capital Bikeshare	Capital Bikeshare locations in the TPB Planning area using General Transit Feed Specification data from Capital Bikeshare.
Shared Use Paths	TPB staff compiled data from local and state sources used in the Bicycle and Pedestrian Plan for the National Capital Region. The shared use path layer provides locations for a variety of paths typically located in their own right-of-way, such as a canal, railway, or stream valley, or in the right-of-way of a limited access highway or parkway. The shared use path route dataset is derived from various state-level sources by TPB staff.
Bicycle Routes	The bicycle route layer provides locations for a variety of signed routes throughout the TPB Planning Area. The bicycle route dataset is derived from various state-level sources by TPB staff for use in the Bicycle and Pedestrian Plan for the National Capital Region.
Bicycle Lanes	The bicycle lane layer provides locations for a variety of different lane types throughout the TPB Planning Area. The bicycle lane dataset is derived from the Roadway Block centerlines and compiled from various state-level sources by TPB staff for use in the Bicycle and Pedestrian Plan for the National Capital Region.
National Capital Trail Network	<p>TPB developed the National Capital Trail Network in consultation with the TPB member jurisdictions and with the advice of the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee. It is a 1,549-mile, continuous network of long-distance, off-street trails spanning the entire region. Forty-nine percent of this network already exists while the other 51% is planned.</p> <p>Off-street path-width minimums are 10 feet for new construction and 8 feet for existing paths. Paths must be paved or firm surface. On-street facilities must be protected from moving traffic (i.e., parked cars, curbs, or flex posts). All facilities must be directly connected to the network. Short on-street connections on low-volume, low-speed streets are permitted to maintain network continuity.</p>

¹² Street Smart (2025). *Street Smart*. <https://www.beststreetsmart.net/>

¹³ Bike to Work Day (2025). *Bike to Work Day*. <https://www.biketoworkmetrodc.org/>

NATIONAL CAPITAL REGION BICYCLE AND PEDESTRIAN PLAN

The Bicycle and Pedestrian Plan examines the status of bicycling and walking in the National Capital Region, including existing facilities, programs, mode share, and current policies and planning.

The 2022 edition of the plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2045 for major bicycle and pedestrian improvements in state, local, and agency plans, and shows how implementation of these improvements, actions, and strategies will advance the region's transportation goals. It serves as a resource for planners and the public.

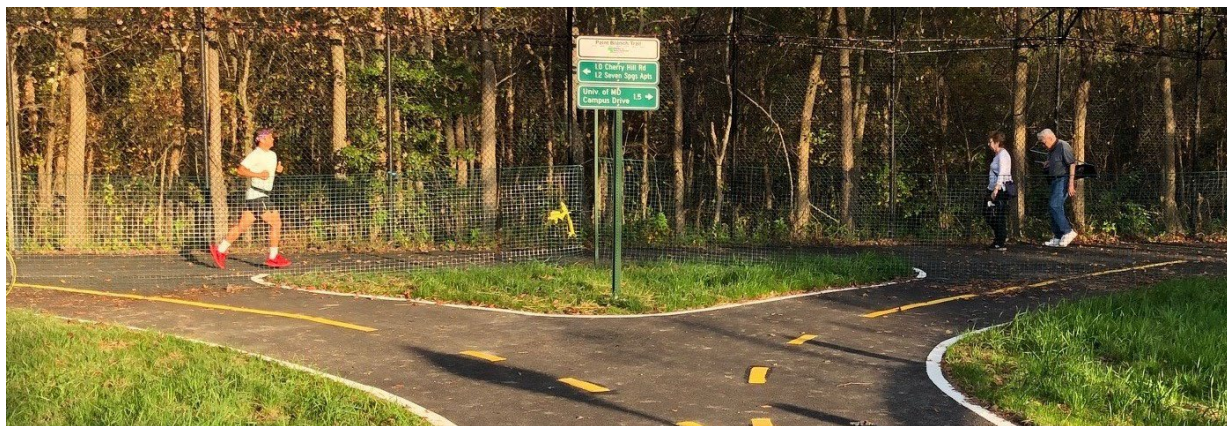
In contrast to the National Capital Region Transportation Plan, which is fiscally constrained, the National Capital Region Bicycle and Pedestrian Plan includes both funded and unfunded projects. Projects in this plan may not yet have funding identified to support their implementation.

Updates to the Bicycle and Pedestrian Plan are scheduled every four years.

NATIONAL CAPITAL TRAIL NETWORK

In July 2020 TPB adopted Resolution R5-2021, approving the National Capital Trail Network (NCTN) with 1,549-miles of existing and proposed shared-use paths covering the entire region. The network will provide healthy, low-stress, reliable transportation for people of all ages and abilities. People will be able to get on these trails and be confident that they can bike or walk as far as they like, from one end of the region to the other, without encountering dangerous or stressful conditions

Completing the NCTN is one of the TPB's priority strategies for accomplishing transportation goals. As such, any project that helps complete the network receives priority consideration for funds that the TPB administers, such as TLC and Transportation Alternatives program (TA) funds.



Paint Branch Trail (Michael Jackson, M-NCPPC Prince George's County)

Selection Criteria

The TPB developed the NCTN in consultation with the TPB member jurisdictions and with the advice of the Bicycle and Pedestrian Subcommittee. Not every shared-use path in the region is included in the network. Existing and proposed facilities were required to meet certain selection criteria, meant to ensure a high-quality user experience. Facilities in the network are continuously

connected, separated from traffic wherever possible, paved or firm surface for ADA accessibility, and at least 8 feet wide for existing trails or 10 feet wide for new construction. Planned facilities on the network must come from adopted jurisdictional or agency plans. Facility density on the regional network is roughly proportional to density of people and jobs, with rural areas having a sparser network than urban areas.

Progress Toward Completion

Since July 2020, the NTCN has increased its footprint by adding an additional 83 miles of completed trails, a rate of approximately 27 miles per year. In 2020, the NCTN was 45% built and as of 2023 was almost halfway to completion, at 49%. An interactive map of the National Capital Trail Network can be viewed at National Capital Trail Network - 2023 Update.¹⁴

Even short trail segments can make a big difference in the usability of the system, especially if they connect formerly disconnected trails. As part of the Visualize 2050 Technical Inputs Solicitation process, transportation agencies submitted additional trail segments with reasonably anticipated funding and planned for construction through 2050.

Next Steps

The TPB continues to provide technical assistance funding for projects that will advance the NCTN's completion, as well as other regional priorities, through the TLC, TAP, Transit within Reach, and Regional Roadway Safety Programs.

Periodic (biennial) progress reports and changes to the network are anticipated. New planned projects may be added, if warranted. Currently planned projects may be removed at the request of the member jurisdiction.

TRANSIT ACCESS FOCUS AREAS VIA WALKING AND BIKING

In 2020, the TPB approved a list of 49 Transit Access Focus Areas (TAFAs) to prioritize places with the greatest need for improvements to make it easier for people to walk and bike to transit. The TAFAs were identified in response to Visualize 2045 (approved in 2018) which included an aspirational initiative calling for the region to make it easier for people to bike and walk to transit. The TPB urged regional leaders to take action to implement this and the other aspirational initiatives.

Methodology for 2020 TAFAs Identification

TPB staff started the study to identify the TAFAs with a baseline list of 208 high-capacity transit stations. High-capacity transit stations include Metrorail, commuter rail, bus rapid transit, light rail, and streetcar lines. Staff only considered stations that were already built or planned to be in place by 2030. In addition, the baseline only included those stations within a half mile of COG's activity centers.

Working from this baseline list of station areas, TPB staff began the analysis by asking "Where is it difficult to walk?" To answer this, they identified areas around transit stations called walksheds. A walkshed is a catchment area in which the outer perimeter represents the distance that people are anticipated to be willing to walk to a central destination. Planners generally assume that one half

¹⁴ National Capital Region Transportation Planning Board (2025). *National Capital Trail Network 2023 Update*. <https://national-capital-trail-network-mwcog.hub.arcgis.com/>

mile—a 10-minute walk on average—is the maximum distance we can expect people to walk to a train station.

As the crow flies, the outer limits of a half-mile walk would form a perfect circle with the station at the center. In reality, a half mile of walking is often much longer than the geometric radius. Blocks are sometimes very long, sidewalks may be missing, or a natural or man-made barrier may obstruct a direct path. As routes become more circuitous, the distance covered by a half-mile walk to a transit station—the actual walkshed—is often much tighter than a half-mile radius would suggest. Constrained walksheds can be expanded by bridging barriers, creating new connections, and enhancing existing connections to transit stations.

For the second part of the process, staff asked “Where is there demand for walking and biking?” To answer this, staff identified the station areas that were expected to have large concentrations of jobs and housing in the coming years through 2030.

Finally, the analysis asked, “Where are vulnerable populations located?” To answer this, staff identified the station areas located in Equity Emphasis Areas (EEAs), which are places throughout the region with high concentrations of traditionally disadvantaged racial and ethnic population groups. Out of the 208 station areas selected for analysis, 164 are in EEAs. In the final TAFE list, 43 out of 49 selected areas are in EEAs. After developing a draft list, staff worked with the TPB’s member jurisdictions to get local input. One takeaway from those meetings was that the walksheds did not always show what planners expect the area to look like in the future. Staff were able to take the input from this local outreach into account as they finalized the list.

Staff devised a method for allocating the number of TAFAs to each jurisdiction that would be balanced. The larger jurisdictions, which have most of the transit stations, received the greatest number of TAFAs on the list. Every TPB member jurisdiction with a high-capacity station area in its borders was guaranteed to have at least one TAFE on the list.

As a result, the TPB approved 49 Transit Access Focus Areas in 17 of the TPB’s jurisdictions. The TAFAs lie along a variety of different transit systems, including existing Metrorail and commuter rail lines, as well as forthcoming projects, such as the Purple Line and Silver Line (Phase II). Some TAFAs are located along future bus rapid transit (BRT) lines in Montgomery and Fairfax counties. Two bus-only transit centers were also included.

The identification of TAFAs was designed to draw attention to the non-motorized mobility around stations, not the stations themselves. All the TAFAs are in Activity Centers where pedestrian, bicycle and other micromobility improvements—like scooters and bikeshare—will increase circulation and economic vibrancy, indirectly creating impacts much broader than only improving access to transit.

The TAFE geographies were not intended to be interpreted in a rigid manner. While TAFAs are positioned on the land within a half mile of a station—which is the distance that most people can comfortably walk, in some cases, improvements outside these circles, especially pathways to improve bicycle access, can have a significant impact on safely accessing the station and should be encouraged.

The TPB has used the TAFE designations as a criterion for selecting projects for some of its technical assistance programs, especially the TLC program, as well as suballocated grant funding from the federal TA Set-Aside program. The list was a core concept behind the establishment of the TWR program, which was established in FY 2022 to promote improved bicycle and pedestrian access to transit stations.

In 2024, staff conducted an analysis of past TLC and TWR projects, along with projects funded through the RRSP, to determine how many projects were in TAFAs, and how many of those projects were specifically related to pedestrian/bicycle access. Out of a total of 202 projects conducted

since 2007, 66 projects (33 percent) were in TAFAs, and 50 of those projects (25 percent) were directly related to pedestrian/bicycle access.

TPB staff also looked at how many of the 49 TAFAs were the subject of TLC, RRSP, and TWR studies. This analysis found that 29 TAFAs (59 percent of the TAFAs) have been the subject of projects that were focused on pedestrian/bicycle access improvements while 20 TAFAs have not been the subject of our studies. The TPB also found that 39 high-capacity transit stations that are not designated as TAFAs have been the subject of our local technical assistance (TLC, RRSP, TWR) projects focused on pedestrian/bicycle access improvements.

PROGRAMMING OF FUNDS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

Most funding allocations are administered by agencies other than the TPB, each with its own unique selection criteria. It is up to each transportation agency to determine where funding for bicycle and pedestrian improvements is most needed and apply for funding through the most appropriate funding opportunity. The TAFAs mentioned previously are one tool to help agencies as they prioritize transportation needs and apply for funding.

Additional information is provided below on two programs administered by TPB staff for funding allocation approval by TPB.

Transportation Land-Use Connection Program

Since 2007, the Transportation Land Use Connections (TLC) Program has funded small planning projects in all corners of the region that build local capacity and support innovation. These projects have made a difference in countless ways at the local level, and as a whole, they have helped make the region a better place—more livable, more walkable, and more bikeable.

The TLC program has its roots in regional planning. Twenty years ago (not unlike today), regional leaders at the TPB were looking at big-picture questions for our region – What if more development was concentrated and mixed-use? What if we built more transit and sidewalks and bike paths? Regional analysis found that these kinds of changes could make travel conditions better. TPB staff conducted public outreach about these ideas and residents had very practical concerns including that local details can make or break smart growth projects. Public feedback reflected a desire for walkable mixed-use development, transit serving community needs, and biking feeling safe.

Concurrently, some jurisdictions were working to promote more development closer to transit. Others were looking at ways to revitalize existing communities to make them more walkable, equitable, and accessible for travelers using all modes. Still others were seeking to attract jobs, housing, and retail in denser, mixed-use centers. As shared with TPB staff, local planners desired extra help to explore innovative ideas and make good projects even better.

In response to these needs, the TPB created the TLC program in 2006, which has used a simple model to provide support to all the TPB's member jurisdictions. Every year, the TPB selects 8-10 local projects and hires consultants to provide design or planning services. The projects are small and executed quickly; they typically last 6-8 months. Beginning in FY 2007, a total of 177 projects have been completed and nine are underway in 2024-2025.

From day one, local governments and consultants have valued the program's nimble approach. The TPB staff has consistently sought to streamline project delivery by keeping the scopes focused, making sure procurement is simple, getting started quickly, and ending on time. Past participants have emphasized the value of the program's rapid-response approach. The program produces tailored, meaningful results.

The TLC model has been so successful that the TPB has replicated it in recent years with two additional programs – the Regional Roadway Safety Program, which is focused on safety, and the Transit Within Reach Program, which funds preliminary design for pedestrian and bicycle access to transit.

TLC projects have included a wide range of types and topics. Some projects do the fundamental work that TLC has become known for—such as transit access studies, designs for shared-use paths, and local transit operations planning. Sometimes projects directly respond to the challenges of the moment—including planning for a post-pandemic future and promoting green infrastructure to make communities more resilient to the effects of climate change. Other projects have been truly innovative—such as studies of microtransit or freight micro hubs.

While much of the TLC funding remains focused on earlier stages of planning, the program in 2011 began funding preliminary engineering and design projects (up to 30 percent design). This change has positioned the program to more directly support future capital improvements to be financed for implementation through other mechanisms.

Transportation Alternatives Set-Aside Program

The Transportation Alternatives Set-Aside Program (TA Set-Aside) 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.¹⁵

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 program is framed as a complementary component of the TPB's local technical assistance programs, including TLC, RRSP, and TWR.

The TA Set-Aside program offers the region the ability to fund projects that implement regional priority strategies and support regional transportation goals based on the National Capital Region Transportation Plan and the TPB's other policy documents. Program applicants are asked to show how their projects will serve these priorities when they seek funds. The priorities also provide the basis for the selection criteria that the TPB's selection panel uses when it reviews 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.

The TPB selects projects on an annual basis for TLC, RRSP, and Maryland TA Set-Aside. Projects are selected every two years for TWR and Virginia and DC TA Set-Aside.

¹⁵ Federal Highway Administration (October 20, 2025). *Transportation Alternatives*. www.fhwa.dot.gov/environment/transportation_alternatives/

VISUALIZE 2050 ZERO-BASED BUDGETING

To guide the development of Visualize 2050, the TPB instructed staff to develop the plan based on the concept of ‘zero-based budget’ (ZBB) where all projects in the current plan, Visualize 2045, must be resubmitted for consideration in Visualize 2050, provided that projects currently under construction or funded were exempt from the requirement. This included bicycle and pedestrian projects. Agencies submitted projects and programs for Visualize 2050 that they felt aligned with the TPB’s adopted goals and would help the region attain related performance targets.

Agencies first submitted their regionally significant for air quality (RSAQ) project inputs which focus on highway and transit capacity changes to the transportation system, which sometimes can include bicycle and pedestrian components that apply complete street policies. For example, a project that extends a roadway and adds a sidewalk and bicycle lane, or a project that reduces or eliminates a vehicular lane and reallocates that space for bicycle use, would be considered RSAQ projects due to the change in vehicle capacity, while also including a non-motorized component.

In the second phase, agencies submitted the non-regionally significant (NRS) air quality projects to the TPB, which are not included in the Air Quality Conformity Analysis. These inputs include more bicycle and pedestrian improvements planned for implementation through 2050. Some projects have already received funding and are programmed to be active in the FY 2026-2029 Transportation Improvement Program, and others were reasonably anticipated to receive the funding needed in FY 2030-2050. While some bicycle and pedestrian improvements were submitted by agencies as a discrete record, others are not uniquely identified; rather, the intent to dedicate a certain amount of funding towards bicycle and pedestrian improvements is captured through project grouping or ongoing program inputs. All inputs for bicycle and pedestrian improvements are reflected in the Visualize 2050 financial plan, yet only some have provided sufficient details to be highlighted on a map or project list.

TPB staff conducted a thorough review of all project inputs submitted for Visualize 2050 and requested additional clarifications from agencies when it was unclear if bicycle and/or pedestrian improvements were included. The ZBB effort improved the accuracy of documenting the inclusion of bicycle and pedestrian accommodations in the region’s planned investments.