

AT A MEETING OF THE GLOUCESTER COUNTY BOARD OF SUPERVISORS, HELD ON TUESDAY, MAY 20, 2025, AT 6:00 P.M., IN THE COLONIAL COURTHOUSE AT 6504 MAIN STREET, GLOUCESTER, VIRGINIA ON A MOTION MADE BY _____, AND SECONDED BY _____, THE FOLLOWING RESOLUTION WAS ADOPTED BY THE FOLLOWING VOTE:

Phillip N. Bazzani, ____;
Ashley C. Chriscoe, ____;
Kenneth W. Gibson, ____;
Christopher A. Hutson, ____;
Michael A. Nicosia, ____;
Robert J. Orth, ____;
Kevin M. Smith, ____;

RESOLUTION TO APPROVE THE SUBMISSION OF A GRANT APPLICATION WITH THE VIRGINIA DEPARTMENT OF TRANSPORTATION FOR A TRANSPORTATION ALTERNATIVES PROGRAM PROJECT

WHEREAS, the Virginia Department of Transportation's (VDOT) Transportation Alternatives Program (TAP) is a federal reimbursement program intended to improve non-motorized transportation, enhance the public's travel experience, revitalize communities, and improve quality of life; and

WHEREAS, the TAP program is a federal reimbursement program providing 80% of funding for an approved project and requiring a local match of 20%; and

WHEREAS, the capital improvement plan includes a project in FY2028 to construct a new trail from Tyndall's Point Park to Gloucester Point Beach to make the whole area more accessible to the public with the goal of funding with TAP grant funds; and

WHEREAS, the Transportation Alternatives Program has a biennial funding cycle and the pre-application period for the FY2027/FY2028 cycle is now open; and

WHEREAS, the pre-applications are screened by VDOT for eligibility and may be screened in to move to a full application; and

WHEREAS, if moved to a full application, public input will be solicited and a formal resolution by the Board will be requested at a future meeting.

NOW THEREFORE, BE IT RESOLVED that the Gloucester County Board of Supervisors supports the submission of the Transportation Alternatives Program grant pre-application.

A Copy Teste:

Carol Steele, County Administrator

1 PROGRAM OVERVIEW

1.1 INTRODUCTION

This manual provides programmatic guidance on the Transportation Alternatives Program (TAP) as administered by the Virginia Department of Transportation (VDOT). This document supplements and interprets guidance provided by the Federal Highway Administration (FHWA) in its [Transportation Alternatives Set-Aside Implementation Guidance of March 2022](#).

This information is provided as a supplement to the information found in VDOT's Locally Administered Projects Manual ([LAP Manual](#)), which is the primary source for guidance regarding project development and delivery, and should be utilized as the primary reference for any locality administering a VDOT- or FHWA-funded project, including TAP. Further, additional state and federal rules and regulations, including those promulgated by VDOT and FHWA, may supersede the information provided in this guide.

TAP aids Local Public Agencies (LPAs) in funding community-based projects that expand non-motorized and multimodal travel choices and enhance the transportation experience. Such projects improve the cultural, historical, and environmental aspects of transportation infrastructure. The Program does not fund traditional roadway facility or maintenance projects. Instead, it emphasizes constructing and expanding active transportation facilities that provide equitable accommodations for all users. Outcomes of the supported projects lead to quality-of-life benefits for residents, alternative mode accessibility, safety, reductions in pollutants and emissions, and the expansion of recreational facilities.

1.2 BACKGROUND

1.2.1 Program History

TAP is a subset of the Surface Transportation Block Grant Program (STBG) of the most recent federal transportation bill, the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law (BIL) (23 U.S.C. 133(h)). Eligibility for these set-aside funds include all activities that were previously eligible under the Fixing America's Surface Transportation (FAST) Act and Moving Ahead for Progress in the 21st Century Act (MAP-21).

The Transportation Enhancement (TE) program, which later evolved to the current Transportation Alternatives Program, was established in 1991 under the Intermodal Surface Transportation Efficiency Act (ISTEA) and continued through the Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). TAP was established in 2012 under MAP-21. TAP modified the former TE eligible categories and consolidated these with Safe Routes to School (SRTS). The Recreational Trails program is administered by the Virginia Department of Conservation and Recreation.

1.2.2 Program Intent

TAP expands non-motorized travel choices, strengthens local economies, improves safety and quality of life, and protects the environment. Funds may be awarded to eligible entities for eligible projects through a competitive application process. TAP's focus is on providing pedestrian and bicycle facilities and community improvements, and it is a key program for helping to build Complete Streets, which are safe for all users and provide safe, connected, and equitable on- and off-road networks.



The Federal Highway Administration (FHWA) encourages the use of funding to upgrade the conditions of streets, highways, and bridges to make them safe for all users, while also modernizing the network to be accessible for all users, provide better choices, accommodate technological advances, and be sustainable, resilient, and equitable.


1.3 CONTACT INFORMATION

The nine VDOT District Offices have designated staff working on TAP projects. These staff are the first points of contact for additional information and clarifications, where needed. District staff coordinate with Central Office staff for guidance and policy direction when needed.

A directory of current District staff contacts is available on [VDOT's TAP webpage](#).

VDOT also provides a list of localities served by each [District Office](#) as well as general District contact information.



Select if Revised	Tyndall's Point Park To GPB Connector					Date:	10/22/2024	
Describe revision, if applicable	New Project					Year of First Submittal:	2026	
Project Overview:	This project would fund a new trail at Tyndall's Point Park that would connect to Gloucester Point Beach, making the whole area more accessible to the public. The grant award is expected to be up to 2.5M with a 20% County match (\$500,00) for a total cost of \$3M.							
Requesting Department	Park Operations	Est. Useful Life	+30 Years					
Location (address)	1376 Vernon Street Gloucester Point, VA 23062	Start Year	2028					
Magisterial District	Gloucester Point	Est. Completion Year	2028					
Annual Recurring Cost	+\$1,001 to +\$10,000	Category	Construction of New Facilities					
Number of Residents Served	ALL	Primary Board Priority	Natural and Recreational Resources					
Expenditure Description		Total Project Request	5-Year CIP					
		Budget Year	Planning Years			Beyond 5 Years		
		FY2026	FY2027	FY2028	FY2029	FY2030	FYI only	
Land Acquisition	\$ -							
A&E	100,000			100,000				
Construction	2,900,000			2,900,000				
Equipment	-							
Other	-							
Total Proposed Capital Costs	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -	
Source of Funding		Total Funding	FY2026	FY2027	FY2028	FY2029	FY2030	Beyond 5 Years
Grant	\$ 2,500,000				\$ 2,500,000			
Donations	-							
Fund Balance-Committed	-							
County Funds	500,000				500,000			
Total Capital Funding	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -
		Describe Funding Sources (If Not County Funds)	Potential TAP (Transportation Alternatives Program) Grant through VDOT that will fund up to 2.M for this project. This grant requires a 20% county match.					
		Describe Annual Recurring Costs	Minor trail maintenance will be needed to maintain this trail (cleaning debris, power washing, etc.)					

