

LINKING TAHOE

2023 Regional Grant Program Guidelines



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INTRODUCTION

The Tahoe Regional Planning Agency (TRPA), in its capacity as the Tahoe Metropolitan Planning Organization (TMPO) is responsible for allocating and tracking various federal and state funding programs. The Linking Tahoe: Regional Grant Program (RGP) allocates funds to transportation projects that support regional transportation goals through a competitive process. The program seeks to leverage funding sources, when possible, to increase success and effectiveness of project implementation.

The RGP supports the implementation of the 2020 Linking Tahoe: Regional Transportation Plan (RTP) goals, policies, Vehicle Miles Traveled (VMT) threshold standard and more specifically advances the implementation of regional and local priorities. All proposed projects must be listed in the RTP. The focus of the program is to create additional transportation options and an enhanced transportation system to provide safe, multi-modal improvements that also provide social and environmental benefits.

This call for projects uses an enhanced performance-based evaluation system. The application includes a performance assessment evaluating how the project best meets the overall Regional Plan goals and policies and those identified as priorities in the Regional Transportation Plan. Additionally, the program incorporates transportation plan and program updates and feedback received from the previous grant funding cycle.

The RGP goals and criteria are consistent with the following funding sources that are included in this call for projects.

Funding sources:

- Surface Transportation Block Grant Program
- Congestion Mitigation and Air Quality Improvement Program
- Carbon Reduction Program
- Active Transportation Program - Metropolitan Planning Organization
- Nevada Transportation Alternatives Program

TRPA encourages partners to submit all planned transportation projects that meet the grant program selection criteria even if the request need exceeds the funding availability. This allows for the establishment of a comprehensive regional list, creates a more streamlined grant process, and removes the need for additional calls for projects if supplementary funding sources become available.

GRANT PROGRAM GOALS AND STRATEGIC PRIORITIES

The Performance Assessment in the application is used to illustrate the proposed project or program contribution to regional goals, and implementation priorities. This is intended to elevate projects that can reduce the reliance on the automobile, improve safety, close gaps in the active transportation and transit network, and support implementation of regional and local priorities. The following details the RTP Goals & Policies and regional and local priorities.

Regional Transportation Plan Goals & Policies

The Regional Transportation Plan is the building block for transformative change at Lake Tahoe. It grows and enhances the plan's core focus of areas of transit, trails, technology, and communities and their emphasis on creating walkable and bikeable town centers, increasing electric vehicles infrastructure and use, and developing greater walking, biking, and transit options that also connect people to popular recreation destinations in the region. The regional goals and policies establish the organizing framework for transportation planning at Lake Tahoe. They represent stakeholder feedback and public input, as well as input from previous plans. There are six goals within the plan: Environment, Connectivity, Safety, Operations and Congestion Management, Economic Vitality and Quality of Life, and System Preservation, each having a policy and a focus area. For additional information regarding the regional goals and policies, please refer to [Appendix A: Regional Goals and Policies](#). The Regional Grant Program strives to further the RTP goals and policies through funding project implementation.

Transportation Priorities

The RGP recognizes regional and local transportation priority projects identified in the Regional Transportation Plan. Following the adoption of the 2020 Regional Transportation Plan that included the immediate need for identifying sustainable transportation funding, the Bi-State Consultation working group was reconvened by Nevada and California governors to bring together public and private sector partners. Building on 25 years of success with the funding model of the Lake Tahoe Environmental Improvement Program (EIP), the working group agreed to pursue a shared multi-sector funding framework called the "7-7-7" strategy. Federal, state, and local/private partners would each seek to contribute \$7 million per year from each sector for high priority, regionally significant transportation projects in the Region. A regionally significant project is defined as a transportation project which serves regional transportation needs, connectivity to and from Tahoe and outside the region, major activity centers in the region, high demand recreation facilities or transportation hubs that would normally be included in the modeling of the region's transportation network and have an impact. The RGP provides another opportunity to accelerate implementation and fund these top regional and local priority projects as well. More information on the funding initiative and identified priority projects can be found at [Sustainable Transportation Funding Initiative](#).

Equity Priorities

The RGP prioritizes transportation projects that benefit transportation disadvantaged and historically marginalized communities. Selecting projects for RGP and other TRPA administered funding will be done through an equity lens to enhance underserved communities and be responsive to new federal and state funding source equity considerations. Funding under the Justice40 initiative aims to provide 40 percent of transportation project benefits to disadvantaged communities and project applicants must demonstrate how their projects benefit those communities.

The RGP includes resources to help partners identify [Community Priority Zones](#) that are focus areas for funding and improvements in accordance with Justice40. The Community Priority Zones include areas with high populations of vulnerable and traditionally transit-dependent populations:

- **Persons without private transportation (zero vehicle households):** Lack of a personal vehicle is a significant factor for transit need. In 2022, 80 percent of Tahoe transit riders did not have access to a personal vehicle.
- **Seniors (individuals 65 years and older):** Elderly individuals may choose not to drive or can no longer drive due to age.
- **Persons living below the poverty line:** Purchasing or maintaining a personal vehicle might be difficult for households with limited income.
- **Individuals with a disability:** Disability status may impact an individual’s ability to live independently, including driving a personal vehicle.
- **Youth (individuals under 18 years old):** Most people under 18 do not drive and even those with driver’s licenses often do not have the means to purchase or maintain a personal vehicle.
- **BIPOC (Black, Indigenous, and People of Color):** People of color are more likely to live in densely populated areas, are less likely to have access to a car, and are more likely to bike, walk, and use public transportation to commute to work.

Additional scoring criteria will provide additional consideration for projects that benefit disadvantaged communities or are located within identified Community Priority Zones.

PROGRAM SCHEDULE

The following lists the milestones for 2023 Regional Grant Program.

RGP MILESTONES	DATE
Call for Projects	November 1, 2022
Project Application Deadline	December 12, 2022
Staff Project Recommendations Posted	January 2023
Tahoe Transportation Implementation Committee Review of Project Recommendations	January 2023
Project Recommendations presented to the Tahoe Transportation Commission Board	February 2023
Environmental Improvement, Transportation, and Public Outreach Committee Project Recommendations and Active Transportation Program MPO Project Recommendation Resolution Recommendation to TMPO Governing Board	March 2023
TMPO Governing Board Adoption of Active Transportation Program MPO Project Recommendation Resolution	March 2023
Programming of Projects in FTIP	Fall 2023

FUNDING

The Regional Grant Program has an estimated budget of \$14,941,474 that is competitively available to project sponsors spread over Federal Fiscal Years 2024 through 2027. There are five funding sources for this cycle including both California and Nevada funds that combined make up the estimated \$14.9M. The proposed projects must be included in the 2020 RTP constrained project list to be eligible for funding. All phases of work including Preliminary Engineering and Environmental, Right of Way, and Construction are eligible. Applicants can submit one application for multiple funding sources. Project

sponsors must demonstrate the ability to provide the applicable non-federal match for all funding sources identified in the application.

In addition to certifying compliance with federal laws, regulations, policies, and procedures, applicants are required to comply with the appropriate state requirements.

- California applicants must be able to comply with all state laws, regulations, policies, and procedures in the [Caltrans Local Assistance Program Guidelines](#) and [Caltrans Local Assistance Procedures Manual](#) and have a [Master Agreement](#) (MA) with Caltrans. An agency that does not have an MA must be able to meet requirements and enter into an MA with Caltrans prior to requesting authorization of funds. The MA process can take 6 to 12 months to complete.
- Nevada applicants must be able to comply with all state laws, regulations, policies, and procedures in the [NDOT Local Public Agency Manual](#).

FUNDING SOURCES

The RGP includes five federal funding sources within this call including Surface Transportation Block Grant (STBG), Congestive Mitigation and Air Quality Improvement Program (CMAQ), Carbon Reduction Program (CRP), California Active Transportation Program (ATP) – Metropolitan Planning Organization (MPO), and Nevada Transportation Alternatives Program (NV TAP). The specific eligibility requirements and objectives for each of these funding sources are detailed below. The project criteria for all sources are primarily the same as listed in the Project Evaluation Criteria and Scoring section. To maximize the effectiveness of program funds and to encourage project submittals, TMPO has elected to have no minimum project size for all funding sources.

The following table shows the federal funding sources and estimated fund amounts by federal fiscal year (October 1 to September 30).

Funding Source	2023/24	2024/25	2025/26	2026/27	
STBG – CA	-	\$2,245,715	\$2,245,715	-	\$4,491,430
STBG – NV	-	\$1,487,981	\$1,487,981	-	\$2,975,962
CMAQ	-	\$1,485,466	\$1,484,994	-	\$2,970,460
CRP – CA	\$269,956	\$269,956	\$269,956	-	\$809,868
CRP – NV	\$175,308	\$175,308	\$175,308	-	\$525,924
ATP MPO	\$701,000	\$704,000	\$748,000	\$748,000	\$2,901,000
NV TAP	-	\$133,415	\$133,415		\$266,830
Totals:	\$1,146,264	\$6,501,841	\$6,545,369	\$784,000	\$14,941,474

Each of the funding sources have different eligibility requirements and objectives, specified below.

Surface Transportation Block Grant Program

Overview

The Surface Transportation Block Grant Program (STBG) is a federal-aid transportation program, administered by the Federal Highway Administration (FHWA), which promotes flexibility in State and local transportation decisions and provides flexible funding to best address state and local transportation project needs. STBG funds are reimbursable federal aid funds, subject to the requirements of [23 U.S. Code 133](#). TMPO is required to allocate and program the STBG funds that are apportioned to the Tahoe Region.

STBG is the primary federal funding program allocated to the Region to implement transportation projects. The funding is apportioned directly to TMPO by the FHWA in accordance with the Bipartisan Infrastructure Law; Infrastructure Investment and Jobs Act (IIJA). The funding is allocated by State (California and Nevada) and must be awarded to projects in the corresponding state. The funds are allocated and programmed based on a competitive process in accordance with these guidelines.

Programming capacity for STBG is estimated at a total of \$7,467,392 for federal fiscal years 2025 through 2026. Out of the total funding capacity, California state has \$4,491,430 available between two years: \$2,245,715 for 2025 and \$2,245,715 for 2026. Nevada state total availability is \$2,975,962 divided between two years: \$1,487,981 for 2025 and \$1,487,981 for 2026. Local match is required on all STBG funds; the minimum percentage requirement is mandated by the state. The required non-federal match for California is at 11.47 percent and 5 percent for Nevada. The funds will be programmed according to award year and must be obligated prior to the end of the federal fiscal year.

Eligibility

Eligible applicants include local government, a regional transportation authority, transit agency, a natural resource or public land agency, a tribal government, and nonprofit entity responsible for the administration of local transportation safety programs. Projects must meet the STBG eligibility requirements related to project location, eligibility, and planning outlined in the [23 U.S. Code 133](#).

Funding is available for a variety of projects including but not limited to:

- Highways, bridges, tunnels
- Bicycle and pedestrian facilities
- Highway and transit safety infrastructure improvements and programs
- Transit capital
- Ferry boats and terminal facilities
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure

For additional information regarding STBG eligibility please refer to the [FHWA guidance](#).

Congestion Mitigation and Air Quality Improvement Program

Overview

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and continues under the 2021 Bipartisan Infrastructure Law; IIJA. The Program provides a flexible funding source to State and local governments for transportation projects and programs to help specific areas meet the requirements of the Clean Air Act.

The IIJA increased the annual state allocated CMAQ funds by millions. The funds are distributed to Metropolitan Planning Organizations and Regional Transportation Planning Agencies in federally designated air quality nonattainment and maintenance areas within the state in accordance with the formula set forth in Section 182.7 of the Streets and Highways Code. CMAQ funds must be invested in the California, El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe to meet these requirements. The funding may be used for a transportation project or program that focuses on improving air quality and reducing emissions. The funds are allocated and programmed based on the competitive process in accordance with these guidelines.

Programming capacity for CMAQ funding is estimated at a total of \$2,970,460 through 2026. Federal fiscal year 2025 amount is \$1,485,466 and 2026 is estimated at \$1,484,994. A non-federal match of 11.47 percent is required on all funds. The funds will be programmed according to award year and must be obligated prior to the end of the federal fiscal year.

Eligibility

Eligible applicants include local government entities and transit operators within the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe. The project must meet the [CMAQ eligibility requirements](#) included related to project location, eligibility, and planning. Project sponsors must include a [cost-effectiveness emissions reduction analysis](#) with the application submittal. Applicants that can demonstrate a greater reduced emissions and cost effectiveness for a project will score higher.

Funds are available for a variety of projects including but not limited to:

- Diesel engine retrofits
- Electric vehicles
- Congestion reduction and traffic flow improvements
- Bicycle and pedestrian facilities and programs
- Ridesharing programs
- Public education and outreach activities

For additional information regarding CMAQ eligibility please refer to the [FHWA guidance](#).

Carbon Reduction Program

Overview

The Carbon Reduction Program (CRP) is new to the Regional Grant Program. The Bipartisan Infrastructure Law, IIJA established the CRP, providing funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

As under the former FAST Act, the IIJA directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Each State's CRP apportionment is calculated based on a percentage specified in law. CRP funding is distributed by FHWA and further divided by states, which are required to coordinate with the relevant Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies for allocation of funds. The Tahoe Region receives CRP funding from California and Nevada. The funding is allocated by states and must be awarded to projects in the corresponding state.

A combined total of \$1,335,792 is available for CRP between California and Nevada for federal fiscal years 2024 through 2026. California's allocation is \$809,868 and the Nevada allocation is \$525,924. Each state requires a non-federal match for the funding. A minimum of 11.47 percent for local non-federal match is required on California funds, and Nevada requires a 5 percent local non-federal match. The funds will be programmed according to award year and must be obligated prior to the end of the federal fiscal year.

Eligibility

Eligible applicants include local government, a regional transportation authority, transit agency, a natural resource or public land agency, a tribal government, and nonprofit entity responsible for the administration of local transportation safety programs. Projects must meet the CRP eligibility requirements related to project location, eligibility, and planning activities. Funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to:

- Transportation alternative including, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation
- Advanced transportation and congestion management technologies
- Replace street lighting and traffic control devices with energy-efficient alternatives;
- Diesel engine retrofit
- Development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d)
- Supports congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs

For additional information on Carbon Reduction Program eligibility please refer to the [FHWA Notice](#).

California Active Transportation Program – Metropolitan Planning Organization

Introduction

In order to administer a competitive Active Transportation Program (ATP) federal and state funding program the Tahoe Metropolitan Planning Organization (TMPO) has developed program guidelines for the MPO ATP funding distribution process that are consistent with and complement the California Transportation Commission's (Commission) 2023 ATP guidelines for the Commission ATP funding distribution process. TMPO's process, specifically its application and evaluation criteria approved by the Commission, do differ slightly from the Commission process. These processes are described herein and outlined below. These guidelines are contained here within the Linking Tahoe: Regional Grant Program.

1. Applicants can jointly submit their applications as a request for ATP funds as well as the other sources available in the call if eligible for both types of funding. These guidelines are part of the Linking Tahoe: Regional Grant Program, which at times may include multiple funding sources.
2. The state ATP applications not selected for programming in the statewide competition will be considered for MPO funding. The applicant may down-scope or provide a scalability plan for statewide-submitted projects with the main criteria from the RGP application and the Performance Assessment completed. The Performance Assessment is fine tuned to be applicable to TMPO's Regional Transportation Plan's goals, and incorporates federal, state, and Regional Plan performance measures.
3. As required by the Commission, the Evaluation Committee includes multidisciplinary advisory group of Tahoe Regional Planning Agency (TRPA) staff, including consultation with TRPA Leadership. Staff representatives come from the Environmental Improvement Program, Long Range and Transportation Planning. Evaluation committee expertise includes transit, active transportation, environmental improvements and project implementation. A final recommendation for project awardee(s) will be submitted to the Commission for final approval.
4. A minimum of 25 percent of the funds distributed to each MPO must benefit disadvantage communities (DAC), as required by Commission program guidelines. TMPO will determine which projects benefit DAC by using [Caltrans District 3 Active Transportation Plan](#) map layer Equity Priority Communities definition, it defines six (6) metrics to identify qualifying census tracts (single parenthood, median household income, food assistance participation, educational attainment, CalEnviroScreen and Healthy Places Index). Any census tract that satisfies three (3) or more of these criteria are considered a disadvantaged community.
5. The final ATP project programming recommendations will coincide with the Commission's ATP MPO project selection approval in June 2023.
6. TMPO will create a contingency list with the intent to fund unfunded projects in the event a programmed project is completed for less, delayed or fails to meet requirements. This will ensure that no ATP funds will be lost to the region. This contingency list will be in effect only until the adoption of the next statewide cycle.

Overview

The ATP is a competitive California state program created to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) created the ATP, and Senate Bill 1 (SB1) (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP. ATP is funded from various federal and state funds appropriated in the annual Budget Act:

- One hundred (100) percent of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation;
- \$21 million of federal Highway Safety Improvement Program funds or other federal funds;
- State Highway Account funds; and
- Road Maintenance and Rehabilitation Account (SB 1) funds; and
- Augmentation funding.

The ATP consolidates various state and federal transportation programs into a single program. The program funding is segregated into three components and is distributed as follows:

- Fifty (50) percent to projects competitively awarded by the Commission on a statewide basis;
- Ten (10) percent to small urban and rural regions with populations of 200,000 or less for the small urban and rural area competitive program administered by the Commission; and
- Forty (40) percent to the Metropolitan Planning Organizations in the urban areas with recognized populations greater than 200,000.

The MPO apportionment is funded through various federal and state funds appropriated in the annual Budget Act. Funds must be awarded and programmed based on a competitive process in accordance with the MPO guidelines.

Program Goals

TMPO's goal of the ATP is to support the state active transportation program goals and the implementation of the 2020 Linking Tahoe: Regional Transportation Plan by increasing active modes of transportation that provide mobility, social, and environmental improvements. The program targets active transportation projects, including but not limited to bike, pedestrian, and safe routes to schools.

ATP MPO Program Schedule*

Commission ATP Milestones	Date
Large MPOs submit optional guidelines to Commission	May 13, 2022
Commission Staff Recommendations for Statewide components	October 21, 2022
Projects not programmed distributed to large MPOs based on location	December 2022
Deadline for MPO Draft project programming recommendations to the Commission	February 20, 2023
Deadline for MPO Final project programming recommendations to the Commission	April 21, 2023
Recommendations for MPO component posted	May 12, 2023
Commission adopts MPO selected projects	June 2023

*Schedule displays the Commission's milestones for administering the ATP MPO program. TRPA project recommendations must be submitted to the Commission for approval.

Program Cycle and Funding

Each ATP cycle includes four years of funding. New capacity for the 2023 ATP cycle includes state fiscal years 2023-24, 2024-25, 2025-26, and 2026-27. ATP MPO funding capacity totals \$2,901,000 for the four years. The funding is allocated by the state of California through the Commission and must be awarded to projects located entirely within the California portion of the Tahoe Region. There is no local match required on ATP funds, however, applicants that can demonstrate a match will have an opportunity to score higher on the application.

Definition of Disadvantaged Communities

The TMPO has elected to use Caltrans District 3 Active Transportation Plan map layer Equity Priority Communities definition, it defines six (6) metrics to identify qualifying census tracts (single parenthood, median household income, food assistance participation, educational attainment, CalEnviroScreen and Healthy Places Index). Any census tract that satisfies three (3) or more of these criteria are considered a disadvantage community. To determine if your project is within a disadvantaged community, review this map [Caltrans District 3 Active Transportation Plan \(arcgis.com\)](https://arcgis.com).

Eligibility

1. Local, Regional or California State agencies are eligible to apply for ATP funds.
2. Projects must be listed in the 2020 RTP constrained project list.
3. Allocation of funds must follow the Commission 2023 ATP Guidelines: [2023 Active Transportation Program Guidelines \(ca.gov\)](https://www.ca.gov)
4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: [Local Assistance Procedures Manual \(LAPM\) | Caltrans](#)
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, and Construction.

Eligible Projects

All projects eligible for programming must be selected through the competitive process and meet the RGP and ATP goals. Funds are available for a variety of projects including but not limited to:

- Bicycle and pedestrian facilities
- Safe routes to school projects
- Education programs to increase active transportation
- Establishment or expansion of bike share program
- Installation of traffic control devices to improve safety of pedestrian and bicyclists
- Plan projects: development of community-wide bike, pedestrian, safe routes to schools, or active transportation plan in a disadvantaged community

Initial Screening Criteria

TMPO staff will conduct an initial screening to determine if an application will proceed forward to the evaluation process. Project applications will be screened for the following:

- Consistency with the adopted 2020 RTP. Project must be listed in the 2020 RTP constrained project list.
- Consistent with appropriate fund eligibility requirements.

- Required amount of local non-federal match for funding source. *Not relevant when applying for ATP only funding.
- Identified public outreach on project.
- Acknowledgement of required Master Agreement with Caltrans.
- Project is fully funded with application request or has provided documentation of other funding to achieve 100% funded status.
- Application requesting construction funds must have environmental, engineering, and right-of-way completed by the time funds are recommended for award.

Application Requirements

Applicants for the Linking Tahoe: Regional Grant Program ATP MPO funds, must fill out the RGP application including the Performance Assessment. There is one application for all funding sources included in the call.

Project Evaluation Criteria & Scoring

Submitted applications will be scored and ranked on the following evaluation criteria using the identified relative weighting (maximum of 100 points). The criteria are specified in the project application.

CRITERIA	POINTS
Work Plan and Timeline. Application clearly illustrated the scope of the project or program, phase and task to be funded, the delivery work plan, funding plan, and a detailed timeline with key milestones demonstrating the capacity to deliver in a timely manner.	15 Points
Demonstrated Need and Benefits. Project or program delivers multiple benefits and significant positive impacts, connects to local area plans, and is a sound investment of resources.	15 Points
Public Participation and Planning. Identifies the local community public participation process developed for the proposed project or program. Shows how the participation process identified the project as a priority and responded to input from public participation process. Includes a letter of support.	10 Points
Performance Assessment. Assessment evaluates how a project or program best meets the overall Regional Plan goals and policies, those identified as priorities in the Regional Transportation Plan, and if located within a disadvantaged community. Download the Project or Program Performance Assessment and complete the questions within each category and all supplemental questions.	30 Points
Potential for Success. Applicant’s ability to carry out project or program based on: <ul style="list-style-type: none"> • Long Term Management (LT); LT management plan, maintenance, and monitoring • Demonstrating Agency Success; examples of implementing similar projects within 5 years • Commitment to complete; Project or program is fully funded with request. 	10 Points
Matching Funds. Applicant has provided confirmation of non-federal secured funds. *ATP funds do not require match.	5 Points
Regional or Local Priority. Please provide justification for project or program priority and indication of regional significance.	15 Points
	100 POINTS

Project Selection Process

A committee of evaluators comprised of TRPA staff, with the oversight of TRPA leadership, will review, evaluate, and score all eligible applications. The committee will meet to review and discuss the cumulative application scores and select projects for recommendation. Applications will be recommended for funding by ranked score and follow the RGP and ATP guidelines.

Oversight and Implementation Requirements

Beyond the Oversight and Implementation Requirements set forth in the Linking Tahoe: Regional Grant Program Guidelines, all California ATP funded projects must also follow the below requirements:

1. The Commission has specific reporting requirements for ATP projects. Implementing agencies must submit the following reports to the Commission and the MPO:
 - Quarterly progress report;
 - completion report, and;
 - final delivery report.
2. Applicants must work with Caltrans District Local Assistance to prepare the Allocation request for the Commission and the Request for Authorization process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: [Local Assistance Procedures Manual](#).
3. TMPO will maintain a contingency list with the intent to fund projects should a programmed project be completed for less or is unable to meet requirements. This will ensure that no ATP funds will be lost to the region. This contingency list will be valid only until the adoption of the next statewide cycle.
4. Extension requests for a project in the MPO selected portion of the program must include a recommendation by the MPO, consistent with the state requirements.

For more information regarding the ATP eligibility, please refer to the Commission 2023 ATP Guidelines: [2023 Active Transportation Program Guidelines](#).

Nevada Transportation Alternatives Program

Overview

The Transportation Alternatives Program (TAP) was established in 2012 and authorized under section 1122 of the federal Moving Ahead for Progress in the 21st Century Act (MAP 21) surface transportation authorization legislation. This program consolidated multiple programs from the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); including Transportation Enhancement (TE) activities and Safe Routes to School (SRTS). The MAP-21 legislation provided for a reserved portion of federal surface transportation funds to be apportioned to a State under section 104(b) of title 23 to carry out the Transportation Alternatives Program. The TAP provides funding for programs and projects defined as transportation alternatives.

The Bipartisan Infrastructure Law; IIJA continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under MAP-21. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic

preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Nevada TAP provides federal funds for community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. TAP funds are made available to the state through the Federal Highway Administration and administered by the Nevada State Department of Transportation. The MPO apportionment must be awarded to projects located entirely within the Nevada portion of the Tahoe Region. The funds are allocated and programmed based on the competitive process in accordance with these guidelines.

Total funds available under Nevada TAP is \$266,830 split evenly between federal fiscal years 2025 and 2026. A minimum of 5 percent local non-federal match is required. The funds will be programmed according to award year and must be obligated prior to the end of the federal fiscal year.

Eligibility

Eligible applicants include local, state, and regional government entities located within the Nevada portion of the Tahoe Region. Funds are available for a variety of projects including but not limited to:

- Bicycle and pedestrian facilities
- Improvements to existing bikeways and walkways
- Safe routes to school projects
- Streetscape improvements
- Community improvement activities
- Activities in furtherance of a vulnerable road user safety assessment

For additional information regarding TA eligibility please refer to the [FHWA TA guidance](#).

INITIAL SCREENING CRITERIA

TMPO staff will conduct an initial screening to determine if an application will proceed forward to the evaluation process. Project applications will be screened for the following:

- Consistency with the adopted 2020 RTP. Project must be listed in the constrained project list of the RTP.
- Consistent with appropriate fund eligibility requirements.
- Required amount of local non-federal match for funding source. Not relevant when applying for ATP funding only.
- Identified public outreach on project.
- If applying for California funds, knowledge of required Master Agreement (MA) with Caltrans.
- Project fully funded with application request or has provided documentation of other funding to achieve 100% funded status.
- Application requesting construction funds must have environmental, engineering, and right-of-way completed by the time funds are recommended for award.

APPLICATION SUBMITTAL REQUIREMENTS

The Regional Grant Program application is available at [TRPA.gov](https://www.trpa.gov). There is one application for all funding sources included in the call. An application may include any combination of the available funds.

- Download application here: www.trpa.gov/transportation/funding/regional-grant-program/
- The application must include a completed project or program performance assessment. Download performance assessments here: <https://www.trpa.gov/transportation/funding/regional-grant-program/>
- Project applications must include signature of Public Works Director or another authorized representative of the applicant's agency.
- An application must include documentation of all other funds committed to the project.
- CMAQ funding requests must include a [cost-effectiveness emissions reduction analysis](#) with the application submittal.
- An application must include at least one letter of support with a maximum of three.
- Submit completed application electronically to Judy Weber at jweber@trpa.gov.
- Project application deadline is December 12, 2022, at 5:00 PM.

PROJECT EVALUATION CRITERIA & SCORING

Submitted applications will be scored and ranked on the following evaluation criteria using the identified relative weighting (maximum of 100 points). The criteria are specified in the project application.

CRITERIA	POINTS
Work Plan and Timeline. Application clearly illustrated the scope of the project or program, phase and task to be funded, the delivery work plan, funding plan, and a detailed timeline with key milestones demonstrating the capacity to deliver in timely manner.	15 Points
Demonstrated Need and Benefits. Project or program delivers multiple benefits and significant positive impacts, connects to local area plans, and is a sound investment of resources.	15 Points
Public Participation and Planning. Identifies the local community public participation process developed for the proposed project or program. Show how the participation process identified the project as a priority and responded to input from public participation process. Includes a letter of support.	10 points
Performance Assessment. Assessment evaluates how a project or program best meets the overall Regional Plan goals and policies, those identified as priorities in the Regional Transportation Plan, and if located within a disadvantaged community. Download the Project or Program Performance Assessment here and complete the questions within each category and all supplemental questions.	30 Points
Potential for Success. Applicant’s ability to carry out project or program based on: <ul style="list-style-type: none"> • Long Term Management (LT); LT management plan, maintenance, and monitoring • Demonstrating Agency Success; examples of implementing similar projects within 5 years • Commitment to Complete; Project or program is fully funded with request. 	10 Points
Matching Funds. Applicant has provided confirmation of non-federal secured funds. Toll Credits (if available) can be used for California match. *ATP funds do not require match.	5 Points
Regional or Local Priority. Please provide justification for project or program priority and indication of regional significance.	15 Points
	100 POINTS

PROJECT SELECTION PROCESS

A committee of evaluators comprised of TRPA staff, with the oversight of TRPA leadership, will review, evaluate, and score all eligible applications. The committee will meet to review and discuss the cumulative application scores and select projects for recommendation. Applications will be recommended for funding by ranked score and follow the RGP guidelines.

OVERSIGHT & IMPLEMENTATION REQUIREMENTS

TRPA requires that all applicants awarded funds comply with the following oversight and implementation requirements. If the recipient is unable to complete this process, they must notify TMPO immediately. TMPO will maintain a project contingency list. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, or experiences unforeseen delays, funding may be moved to a project on the contingency list.

Oversight

1. The project sponsor is responsible for ongoing operations and maintenance for any capital project awards.
2. The recipient will provide an annual project update, including expenditures and project updates, through the Lake Tahoe Transportation Tracker Tool: <https://transportation.laketahoeinfo.org/>.

Implementation

1. Project sponsor is responsible for entering the project award in the Tracker. Tracker information will be used to program the project in the Federal Transportation Improvement Program (FTIP).
2. California funded projects must work with Caltrans District Local Assistance (DLA) on the Request for Authorization process for obligation of the funds. Follow the processes in the [Local Assistance Procedures Manual](#). California ATP MPO funded projects must also follow the Oversight and Implementation Requirements in the above ATP section.
3. Nevada funded projects must work with NDOT on the Local Public Agency (LPA) process. Follow processes in the [Local Public Agency Manual](#).
4. An agency may request a transfer of funds through the **Funding Distribution Transfers** procedure. TMPO shall retain the right to redirect program funding to other agencies and projects if funds are not used in a timely manner. A transfer may include moving funds between the work phases on a project or may request the transfer of funding to a different project. Moving funds between phases of work on the project should not affect the project cost. All funding transfers must be submitted to TMPO for consideration and approval. When preparing a funding distribution transfer request, the agency must consider and include the following:
 1. The reason for the proposed funding transfer.
 2. The impact the transfer will have on the original and proposed project.
 3. A worksheet that outlines the proposed funding transfer from/to the project.
 4. The transfer must be made in the same federal fiscal year in which the funds have been programmed.
 5. The overall benefits of the funding transfer.
 6. If the funding transfer is approved, the updated changes must be entered in the Transportation Tracker to the project.
 7. TRPA shall retain the right to redirect program funding to other agencies and projects if funding transfer does not align with the transportation regional goals and policies.

TIMELY USE OF FUNDS

Regional Grant Program funds are allocated by project phase of work and federal fiscal year. The request for authorization of funds must be processed in the year the funds are programmed. Once funds are obligated, the agency has three years from the obligation date to fully expend the funds. When programmed funds are not authorized within the year programmed or the time allowed by a transfer of funds, TMPO shall retain the right to redirect the programmed funds to other agencies and/or projects so not to lose funding to the Tahoe Region. In unforeseeable circumstances, an agency can request in writing an extension of funds.

RESOURCES

[Linking Tahoe: 2020 Regional Transportation Plan](#)

[Regional Grant Program](#)