

LINKING TAHOE

2023 Nevada 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 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.

Nevada funding sources:

- Surface Transportation Block Grant Program
- Carbon Reduction Program
- 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 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

RGP MILESTONES	DATE
Call for Projects	June 06, 2023
Project Application Deadline	June 20, 2023
Staff Project Recommendations Released	July 2023
Tahoe Transportation Commission Recommendation of the Program of Projects to TMPO Governing Board	Fall 2023*
TMPO Governing Board Program of Projects Approval	Fall 2023*

*Meeting dates will coincide with board schedules.

FUNDING

The Nevada RGP call for projects has an estimated budget of \$4,115,894 that is competitively available to project sponsors spread over Federal Fiscal Years 2024 through 2026. There are three funding sources for this cycle that combined make up the estimated \$4.1M. 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. 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 three federal funding sources for this call including Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and Transportation Alternatives Program (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 fund sources and estimated funding amounts by federal fiscal year.

FUND SOURCE	2023-2024	2024-2025	2025-2026	
STBG	-	\$1,487,981	\$1,487,981	\$2,975,962
CRP*	\$522,486	\$175,308	\$175,308	\$873,102
TAP	-	\$133,415	\$133,415	\$266,830
Total	\$522,486	\$1,796,704	\$1,796,704	\$4,115,894

*2023/24 CRP total includes 2022 & 2023 apportionments

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 and must be awarded to projects in the 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 \$2,975,962 split between two years: \$1,487,981 in 2025 and \$1,487,981 in 2026. A minimum of 5 percent 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 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 charging infrastructure and vehicle-to-grid infrastructure

For additional information regarding STBG 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 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 and Regional Transportation Planning Agencies for allocation of funds.

A combined total of \$873,102 is available for CRP for federal fiscal years 2024 through 2026. A minimum of 5 percent 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 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](#).

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 funds are allocated and programmed based on the competitive process in accordance with these guidelines.

Total funds available under TAP is \$266,830 split evenly between federal fiscal years 2025 and 2026. A minimum of 5 percent 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 TAP 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.
- Provide required 5 percent non-federal match for funding source.
- Identified public outreach on project.
- Knowledge of Nevada Department of Transportation [Local Public Agency \(LPA\) manual procedures](#).
- 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 Nevada Regional Grant Program application is available at [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 [performance assessment](#).
- An application must include documentation of all other funds committed to the project.
- An application must include at least one letter of support with a maximum of three.
- Project application must include signature of Public Works Director or another authorized representative of the applicant's agency.
- Submit completed application electronically to Judy Weber at jweber@trpa.gov.
- Project application deadline is June 20, 2023, 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.	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. Project sponsor must follow NDOT's Local Public Agency (LPA) process to authorize funds. Follow processes in the [Local Public Agency Manual](#).
3. 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 - Nevada](#)