

LINKING TAHOE

Regional Grant Program

Goals and Criteria

Introduction

The Tahoe Regional Planning Agency, 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) strives to allocate 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 Program supports the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) goals, policies, and more specifically advances the implementation of the Transportation 10-Year Action Plan Priorities. The focus of the program is to create additional transportation options and an enhanced transportation system to provide safe, multi-modal, social, and environmental improvements.

This call for projects uses an enhanced performance-based evaluation system that has incorporated feedback received from the previous cycle. The application includes a project assessment evaluating how projects best meet the overall Regional Plan goals and policies and those identified as priorities in the Regional Transportation Plan.

The RGP cycle includes three funding sources:

1. The **Congestion Mitigation and Air Quality Program (CMAQ)** provides funding annually that supports projects and programs that focus on improving air quality and reducing emissions.
2. The **Surface Transportation Block Grant Program (STBG)** is one of the primary federal funding programs allocated to the Region to implement transportation projects.
3. The **Nevada Transportation Alternatives Program (TAP)**, another funding source that provides funding for programs and projects defined as transportation alternatives.

TRPA encourages partners to submit all transportation projects existing and future in need of funding, not just projects that line up with these funding sources and fiscal years. This allows for the establishment of a comprehensive regional list and creates a more streamlined process by reducing the need to administer additional call for projects if additional funding sources become available.

The goals and criteria are consistent with CMAQ, Nevada TAP, and STBG funding sources among others. This call for projects also recognizes that additional federal and state funding programs may utilize this call for projects as necessary in order to streamline the process of applying and help TMPO maximize funding opportunities for our partners by pairing up projects with the best funding source.

Grant Program Goals and Strategic Priorities

The Project Performance Assessment in the application is used to illustrate the proposed project's contribution to regional goals, and implementation priorities. This is intended to elevate projects that can reduce the reliance on the automobile, improve safety, and close gaps in the active transportation and transit network, and support implementation of the Transportation 10-year Action Plan Priorities. The following sections display the RTP Goals & Policies and the Transportation 10-Year Action Plan Priorities.

RTP GOALS & POLICIES



GOAL 1: ENVIRONMENT

Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.

A transportation system that promotes walking, biking, public transit use, and environmental innovation technologies can help preserve a healthy environment. The TRPA Bi-State Compact thresholds are intended to improve water quality by reducing fine sediment that can wash off roadways into Lake Tahoe and impact lake clarity. California's GHG reduction requirements aim to reduce vehicle miles traveled to improve air quality by reducing GHG emissions from automobiles. Multi-benefit corridor revitalization projects help reduce stormwater runoff, optimize traffic flow, and reduce vehicle dependence by providing active transportation facilities.

Policy 1.4: Facilitate the use of electric and zero emission vehicles and fleets by supporting deployment of vehicle charging infrastructure within the Region, and supporting incentives and education of residents, businesses, and visitors related to the use of electric and zero emission vehicles.



GOAL 2: CONNECTIVITY

Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.

Policy 2.15: Accommodate the needs of all categories of travelers by designing and operating roads for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.

Providing a seamless transportation system means improving the individual elements of transit, trails, and technology while enhancing their integration. Increasing interconnections within and across modes, by closing gaps on paths, providing year-round access, and aligning transit schedules with transfers, encourages people to shift out of using their cars and into taking transit, bicycling, and walking.



GOAL 3: SAFETY

Increase safety and security for all users of Tahoe's transportation system.

Residents, commuters, and visitors are more likely to bike, walk, and take transit if they feel safe. TRPA is setting safety targets pursuant to 2016 federal requirements and is integrating them into the performance measurement framework and the congestion management process accordingly (See chapter 5: Measuring Success). Infrastructure that achieves this goal could include pedestrian level lighting, redesign of high crash rate locations through left turn pockets and enhanced crosswalks, and security cameras.

Policy 3.2: Consider safety data and use proven safety design countermeasures for safety hotspots recommended from roadway safety audits, the active transportation plan, corridor plans, and other reliable sources when designing new or modifying existing travel corridors.



GOAL 4: OPERATIONS AND CONGESTION MANAGEMENT

Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.

Policy 4.1: Identify opportunities to implement comprehensive transportation solutions that include technology, safety, and other supporting elements when developing infrastructure projects.

A well executed transportation management system incorporates monitoring data, real-time information, and dynamic operations that respond to seasonal congestion and periodic congestion. These projects and programs stabilize traffic flow to reduce idling and delays and maximize investment through holistic project delivery.



GOAL 5: ECONOMIC VITALITY & QUALITY OF LIFE

Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

The Tahoe Region's economy is built on the world-renowned recreational access enjoyed by residents and visitors. Attractive town centers, affordable housing, and a healthy environment encourage people to continue living in and visiting the Region. The transportation system supports these needs by encouraging people to leave their cars at their original destination through corridor revitalization projects that provide walkable, bikeable, and livable communities.

Policy 5.1: Encourage community revitalization and transit oriented development projects that comprehensively support regional and local transportation, housing, land use, environment, and other goals.



GOAL 6: SYSTEM PRESERVATION

Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

Policy 6.1: Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.

Maintaining the existing transportation system to operate at its highest level increases its overall efficiency. Keeping roadway pavement in safe condition, plowing paths for winter use, and planning for climate change resiliency makes initial investments last and reduces large and costly rehabilitation projects.

[The Transportation 10-year Action Plan Priorities](#) The 10-Year Action Plan identifies priority transportation projects in four programs: Transit, Multimodal Corridor Investment, Trails, and Technology and Pilot Projects. More information on the Bi-State Consultation on Transportation can be found on the [TRPA website](#).

| Project | Estimated Cost (\$) | Committed (\$) | Project Leads |
|--|-------------------------------|---|---|
| TRANSIT PROGRAM | | | |
| \$215,500,000 | | | |
| \$122,000,000 | | | |
| NORTH SHORE | | | |
|  Peak 30-Minute service on SR89 and seasonal routes Expanded service to Truckee | \$72,000,000 (\$7.2M/year) | Fed: \$1.5M/year State: \$2.4M/year Local: \$1.7M/year Private: \$50K/year | Placer County, Local, Private |
|  Priority Bus Lanes on SR89 and SR267 | \$30,000,000 | \$7,000,000 | Placer County, Private |
| SOUTH SHORE | | | |
|  South Shore Transit Maintenance Facility (Location Unknown) | \$18,000,000 | \$0 | TTD, Private |
|  Local service to LTCC and Heavenly  15-min service on US-50/30-min service to Meyers Local ferry service | \$80,000,000 (\$8M/year) | Fed: \$3.8M/year State: \$1.3M/year Local: \$750K/year Private: \$0/year | TTD, Private |
|  Emerald Bay Shuttle | \$3,500,000 (\$350K/year) | \$0 | TTD, Private |
|  Regional connections to Carson | \$12,000,000 (\$1.2M/year) | \$0 | TTD, Private |
| MULTIMODAL CORRIDOR INVESTMENT | | | |
| \$212,500,000 | | | |
| \$29,949,000 | | | |
|  Mobility Hubs - park-and-ride, and intercept lots, varies by location | \$8,500,000 | \$289,000 | Placer County, TTD, El Dorado County, USFS, State Parks |
| NORTH SHORE | | | |
|  Stateline to Stateline bikeway - pedestrian, parking, and water quality improvements (Tahoe Trail) | \$100,000,000 | \$15,660,000 | TTD, Washoe County, Douglas County |
|  SR28/SR267 roundabout | \$8,000,000 | \$2,500,000 | Caltrans, Placer County |
| SOUTH SHORE | | | |
|  US-50 Community Revitalization Community Housing \$35,000,000 Complete Streets/Safety \$14,000,000 Roadway Realignment \$20,000,000 Transit Circulator \$1,000,000 | \$70,000,000 | \$10,000,000 | TTD, Private, Douglas County, CSLT, Caltrans, NDOT |
|  US-50/Pioneer Trail roundabout and Apache Avenue Complete Streets | \$14,000,000 | \$5,800,000 | El Dorado County |
|  SR89 Corridor Improvements | \$12,000,000 | \$168,000 | USFS, CA State Parks, TTD, CSLT |
| ACTIVE TRANSPORTATION INFRASTRUCTURE | | | |
| \$25,600,000 | | | |
| \$7,368,000 | | | |
| NORTH SHORE | | | |
|  Placer County Resort Triangle Trail Network- Tahoe Region | \$18,000,000 | \$3,000,000 | Placer County |
| SOUTH SHORE | | | |
|  South Tahoe Greenway Shared-Use Path | \$5,500,000 | \$3,968,000 | El Dorado County, CSLT, CA Tahoe Conservancy |
|  Pioneer Trail Sidewalks | \$2,100,000 | \$468,000 | CSLT |
| TECHNOLOGY & PILOT PROJECTS | | | |
| \$8,000,000 | | | |
| \$250,000 | | | |
|  Regional Transportation Applications , trip planning tool, and rideshare | \$2,000,000 | \$0 | Local, Private |
| SOUTH SHORE | | | |
|  Multimodal signal control and adaptive traffic management on US-50 | \$6,000,000 | \$250,000 | Caltrans, CSLT, El Dorado County |

Funding Background

The specific objectives and eligibility requirements for each of the three available funding sources are outlined in the Fund Source Guidelines attached. All projects must be listed in the 2017 RTP constrained project list to be eligible. As more funding sources become available and are added to this regional grant program, these guidelines will be updated.

- **Congestion Mitigation and Air Quality Program**

CMAQ provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. In accordance with CMAQ program requirements, CMAQ funds must be invested in the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe (CSLT). The funds are allocated and programmed based on the competitive process in accordance with the CMAQ guidelines.

- **Surface Transportation Block Grant Program**

The STBG promotes flexibility in state and local transportation decisions and provides funding to best address state and local transportation needs. STBG funding is sub allocated directly to TMPO by the Federal Highway Administration (FHWA) in accordance with the Federal FAST Act. The funding is allocated by State (CA and NV) and must be awarded to projects in the corresponding state. The funds are allocated and programmed based on a competitive process in accordance with the STBG guidelines.

- **Nevada Transportation Alternatives Program**

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 by the Nevada State Department of Transportation. The funds are allocated and programmed based on a competitive process in accordance with the Nevada TAP guidelines.

Initial Screening

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed forward to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project (and requested phase of work) must be ready for programming in the Federal Transportation Improvement Program.
3. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
4. Projects requesting construction funding must have environmental, engineering, and right-of-way completed by the time funds are requested.

Project Evaluation Criteria

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 100 points):

| CRITERIA | POINTS |
|---|-------------------|
| Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, funding plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner. | 20 Points |
| Demonstrated Need. The applicant should clearly identify the purpose and need of the project. | 15 Points |
| Project Performance Assessment. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions. | 25 Points |
| Potential for project success. Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> ▪ Readiness of Project; are funds already programmed to project? ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Commitment to complete and maintain the project – funding available? | 20 Points |
| Matching funds. Applicant must identify secured non-federal matching funds. Match is required for CMAQ, STBG, and NV TAP funds. | 10 Points |
| 10-YEAR Priorities. Is this project listed on the Transportation 10-Year Action Plan? | 10 Points |
| | 100 POINTS |

Application and Submittal

Please follow the instructions below to successfully submit your application.

1. Download application here: www.trpa.org/transportation/funding/regional-grant-program/
2. The application includes a project performance assessment to complete which evaluates how projects best meet the overall Regional Plan goals and policies and those identified as priorities in the Regional Transportation Plan.
3. Submit completed application electronically to Judy Weber at jweber@trpa.org.

Implementation and Oversight Requirements

See **CMAQ, STBG, and Nevada TAP Guidelines** for program specific Implementation and Oversight requirements. The following requirements apply for successful applications who are awarded funding:

1. The implementing agency must have or be able to obtain a Master Agreement with Caltrans if the project is located within California. Additional time should be included in the project time line if there is not an existing Master agreement in place to accurately program funds for authorization in the appropriate federal fiscal year.
2. The project sponsor must demonstrate a commitment for ongoing operations and maintenance for any capital project.
3. Keep project details updated in the Lake Tahoe Transportation Tracker Tool: <https://transportation.laketahoeinfo.org/>. The information will be used to program the project in the Federal Transportation Improvement Program and monitor performance.
4. Provide quarterly project updates and make changes as necessary via the Lake Tahoe EIP Tracker Tool.
5. California projects must work with Caltrans District Local Assistance (DLA) on the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
6. Nevada projects must work with NDOT on the Local Public Agency (LPA) process. Follow processes in the Nevada Local Public Agency Manual: <http://www.nevadadot.com/home/showdocument?id=1541>

Resources

1. TRPA 2017 Linking Tahoe Regional Transportation Plan: <http://www.trpa.org/regionaltransportationplan/>
2. TRPA Bi-State Consultation Transportation: <http://www.trpa.org/wp-content/uploads/00-BiStateConsultationOnTransportationFinal-Report-3.26.19.pdf>
3. CMAQ: http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html
4. FHWA STBG: <https://www.fhwa.dot.gov/specialfunding/stp/>
5. NDOT TAP: <https://www.nevadadot.com/projects-programs/transportation-alternatives-program>