



Surface Transportation Block Grant

Program Guidelines

May 2016

Surface Transportation Block Grant Program 2016 Funding Cycle

Program Guidelines

Introduction

The Tahoe Regional Planning Agency, in its capacity as the Tahoe Metropolitan Planning Organization (TMPO) is responsible for allocating and programming various federal and state funding programs. TMPO works with partners to deliver the Regional Transportation Plan for the Lake Tahoe Region. The Surface Transportation Block Grant Program (STBG) is one of the primary federal funding programs for the region to implement transportation projects identified in the Regional Transportation Plan to be moved forward for programming in the Federal Transportation Improvement Program (FTIP).

STBG funding is authorized by the recently passed federal transportation bill Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015. The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation *Block Grant* Program under Section 133 of Title 23 of the United States Code. The Lake Tahoe Region benefited from specific legislative language in the FAST Act directing STBG funding allocation based on a fixed population of 210,000 in the California and Nevada portions of the Region. The STBG promotes flexibility in State and local transportation decisions and provides funding to best address State and local transportation needs. This program funding may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway and certain local roads, pedestrian and bicycle infrastructure, transit capital, planning projects, and intercity passenger projects.

TMPO is required to program the STBG funds that are apportioned to the Tahoe Region in the Federal Transportation Improvement Program (FTIP). STBG funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States Code. Eligible costs for funds include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

STBG 2016 Funding Cycle Key Dates

May 27, 2016	Release STBG Call for Projects for 2017 FTIP
June 17, 2016	Applications Due to TMPO
June 27, 2016	Staff Recommendation for STBG funding (FY16-18)
July 8, 2016	STBG projects included in 2017 Draft FTIP - TTC Board Meeting (Public Hearing)
September 2016	Approval of final 2017 FTIP, including STBG projects – TMPO Governing Board

STBG Funding application: <http://www.tahoempo.org/stbg.aspx>

Applications are due no later than 5:00 pm on June 17, 2016.

The completed application must be submitted electronically to Judy Weber at jweber@trpa.org.

Program Goals

The goal of TMPO Surface Transportation Block Grant Program funding is to support the implementation of the Regional Transportation Plan/Sustainable Communities Strategy (Mobility 2035) by enhancing the transportation system to provide mobility, social, and environmental improvements. The program targets regionally significant corridor revitalization projects identified by 2035 (Figure 6-3 of Mobility 2035-page 6-9) and eligible projects contained in Mobility 2035 by creating specific funding targets. These funding guidelines will be updated to account for future Regional Transportation Plans and/or Federal transportation legislation in order to remain aligned with updated goals, priorities, and requirements as necessary.

Funding

STBG funding is apportioned 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. TMPO provides estimated allocations for future fiscal years through 2020.

Available Funding

The estimated funding available for this call for projects is:

	FFY 15/16	FFY 16/17	FFY 17/18
CA-STBG	\$1,765,551	\$1,844,863	\$1,920,081
NV-STBG	\$1,127,379	\$1,178,368	\$1,226,982
TOTALS	\$2,892,930	\$3,023,231	\$3,147,063

Match Requirements

The non-federal funding match requirement is 11.47% for California projects and 5% for Nevada projects.

Funding Targets

In order to prioritize regionally significant corridor revitalization projects and to provide funding for other transportation projects identified in the Regional Transportation Plan the following funding target amounts apply to this program. These targets will be used as guidance when determining allocation of funding, and do not represent a required minimum or maximum amount for each project type.

- 60% - Corridor Revitalization projects
- 40% - Other eligible transportation projects

Recommended Minimum Project Request

In order to maximize efficiency and recognizing the administrative requirements of these federal funds, it is recommended that projects request a minimum of \$250,000 in STBG funds.

Eligibility

Eligible Applicants

- Local, state, and regional government entities
- Transit operators

Project Eligibility

Illustrative eligible project types:

- Capital costs for transit projects and publicly owned bus terminals and facilities;
- Car pool projects, fringe and corridor parking facilities and programs; and bicycle transportation and pedestrian walkways;
- Capital and operating costs for traffic monitoring, management, and control facilities and programs;
- Surface transportation planning programs;
- Transportation control measures (TCMs);
- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges;
- Highway and transit safety improvements and programs, hazardous elimination, projects to mitigate hazards caused by wildfire, and railway-highway grade crossings;
- Participation in wetlands mitigation efforts

All stages of work are eligible for funding; Preliminary Engineering, Right of Way, and/or Construction. For additional information regarding project eligibility or other areas of the STBG program please refer to this FHWA guidance: <http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

Initial Project Screening

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. If a project does not clear the screening process the applicant will be notified and may be provided an opportunity to submit additional information to support clearance of the project. TMPO staff will use the following screening criterion:

- The project must be listed in the adopted Lake Tahoe Regional Transportation Plan.
- The project must be ready for programming in the Federal Transportation Improvement Program.
- The project must have federal environmental clearance underway or completed
- The project has adhered to the appropriate federal-aid project development process in each state, if already underway.
- The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
- A request for construction funding must demonstrate that environmental, engineering and right-of-way will be ready by the time funds are requested.
- The project sponsor must identify the commitment for ongoing operations and maintenance for any capital project.
- The projects must be consistent with statewide, regional, or local complete streets requirements.

Project Evaluation Criteria

Reviewers will evaluate and score applications using the following selection criteria and relative weighting (maximum of 50 points):

Project location. The application must describe the project location, including specifying the state in which work will be performed/delivered.	N/A
Work plan and timeline. Projects application should clearly illustrate the steps for implementation and a detailed project timeline with key milestones.	15 points
Demonstrated need. The applicant should clearly identify the purpose and need of the project.	10 points
Potential for project success. Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> ▪ Readiness of Project ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Available funding to complete and maintain the project 	10 points
Project Consistency with local, regional, state and federal plans and policies. Applicants ability to show consistency with plans and policies (Area Plans, RTP, complete streets policies, etc.)	5 points
Ability to demonstrate appropriate management of project and funds. Applicant must demonstrate the capacity to deliver projects in a timely manner.	5 points
Matching funds. Applicant must identify non-federal matching funds. Project applications that can show additional committed matching funds, beyond the required amount, will be the most competitive.	5 points

Application and Submittal

- Download application here: <http://www.tahoempo.org/stbg.aspx>
- Completed application may be submitted electronically to Judy Weber at jweber@trpa.org.
- The **deadline for submitting an application is June 17, 2016**.
- Submitted projects will be scored by TMPO and selected project sponsors will be notified by June 27, 2016.

Post-Award Steps

If your project is awarded the following steps apply:

- The project must begin no later than within three years of the awarded fiscal year.
- Enter or edit the project in the Lake Tahoe EIP Tracker Tool: <https://eip.laketahoeinfo.org/>. This information will be used to program the project in the Federal Transportation Improvement Program.
- Provide quarterly project updates and schedule changes as necessary via the Lake Tahoe EIP Tool.

- California projects must work with Caltrans Local Assistance 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>
- Nevada projects, work with NDOT on the Local Public Agency (LPA) process. Follow processes in the Nevada Local Public Agency Manual: http://www.nevadadot.com/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/2010_04_April_LPA_Manual.pdf
- TMPO shall retain the right to redirect program funding to other agencies so as not to lose funding to the Tahoe Region. Affected project sponsors will be contacted prior to reallocation.