

**APPENDIX E
FUNDING
MEMORANDUM**

Lake Tahoe Region Bicycle and Pedestrian Plan

Funding Memorandum

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1. Introduction

This memorandum outlines potential federal, state, local, and non-governmental funding opportunities available for Lake Tahoe Basin bicycle and pedestrian facilities. Funding sources can be used for a variety of activities, including planning, design, implementation and maintenance. It should be noted that this memorandum reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice. This memorandum and attached spreadsheet were developed with the dynamics of our times and economy in mind. Both are formatted so that they may be updated and made current as funding changes.

There are a variety of potential funding sources including local, state, regional and federal funding programs as well as private sector funding that can be used to construct and maintain bicycle and pedestrian facilities. Most of the federal, state and regional programs are competitive and involve the completion of extensive applications with clear documentation of the project need, costs and benefits. The following should be noted:

- Funding sources are highly competitive, with many agencies competing for the same “pots” of money.
- Funding is limited; capital funding needs far outstrip available funding every year.
- Applying for funding is a time-consuming and staff-intensive process.
- Grant funds may have time-consuming reporting and administration requirements, and staff time required for grant administration should be considered before an agency pursues a grant.

2. Organization of Memo

Funding for bicycle and pedestrian projects can come from federal, state, regional, local or private sources. Particularly with Federal sources, funding may be administered by a different agency or entity. This memo organizes funding sources based on the agency or entity that administers the funding.

Funding source descriptions include, as available:

- administering agency,
- eligible projects,
- eligible agencies,
- match requirements,
- amount of funding typically available for each project, and
- whether the program is applicable in California, Nevada or both states.

3. Federal Transportation Funding

Bicycle and pedestrian projects are broadly eligible for funding from almost all of the major Federal-aid highway, transit, safety and other programs. For the most part bicycle projects must be “principally for transportation, rather than recreation purposes” and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations.

The primary federal source of surface transportation funding—including bicycle and pedestrian facilities—is SAFETEA-LU, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. Also known as the federal transportation bill, the \$286.5 billion SAFETEA-LU bill passed in 2005 and authorizes Federal surface transportation programs for the five-year period between 2005 and 2009. Congress is drafting a new federal transportation bill for reauthorization in 2010, and that bill may significantly change funding available for bicycle and pedestrian facilities.

Administration of federal transportation funding is through the State and regional planning agencies. Most, but not all, of these funding programs are oriented toward transportation (as opposed to strictly recreation purposes), with an emphasis on reducing auto trips and providing inter-modal connections. SAFETEA-LU programs require a local match of between 0% and 20%, based on the funding program. SAFETEA-LU funding is intended for capital improvements and safety and education programs and projects must relate to the surface transportation system.

Specific funding programs under SAFETEA-LU include, but are not limited to:

Congestion Mitigation and Air Quality (CMAQ) – funds projects that contribute to the attainment of maintenance of air quality, specifically ozone, carbon dioxide, and particulate matter. States administer CMAQ funding.

Surface Transportation Program (STP) (23 USC 119) funds may be used for either construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects, such as transit research and development, surface transportation planning programs, and operational costs for traffic monitoring, management and control. Ten percent of each State’s annual STP funds are set -aside for Transportation Enhancement Activities (TEAs), which are programs and infrastructure projects that expand transportation choices and enhance the transportation experience.. SAFETEA-LU describes twelve eligible categories of TEAs, including provision of facilities or safety and educational activities for bicyclists and pedestrians and preservation of abandoned railway corridors for shared use trails. In California, STP funds are allocated to regions through the Regional Surface Transportation Program, and administered by Regional Transportation Planning Agencies.

Highway Bridge Program (HBP) (23USC 144) funds may be used for the replacement and rehabilitation of deficient highway bridges and to seismically retrofit bridges located on any public road. Funds are allocated to States.

Interstate Maintenance (IM) (23 23 119) funds may be used to resurface, restore, rehabilitate, and reconstruct interstate routes, including pedestrian and bicycle facilities over, under, or along interstate routes. Funds are administered by States.

4. Federally Administered Funds

The following funding programs are administered by federal agencies.

Federal Lands Highway Funds

(California and Nevada)

Federal Lands Highway Funds may be used to plan and construct bicycle and pedestrian facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State. Federal Lands Highway funds are 100% federally funded. California's apportionment for FY 1998 through FY 2007 was \$461 million and Nevada's apportionment during the same time frame was \$172 million.

Federal Website: <http://flh.fhwa.dot.gov/>

Central Federal Lands Website: <http://www.cflhd.gov>

Transportation, Community and System Preservation (TCSP) Program

(California and Nevada)

The Transportation, Community and System Preservation (TCSP) Program provides federal funding for transit oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. The program is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. The program is administered by the Federal Highway Administration. States, MPOs, local governments and tribal agencies are eligible for discretionary grants. TCSP Program funds require a 20% match. Project awards range from about \$100,000 to \$2 million.

Website: <http://www.fhwa.dot.gov/tcsp/index.html>

National Scenic Byways Program

(California and Nevada)

The National Scenic Byways Program identifies roads with outstanding scenic, historic, and cultural, natural, recreational, and archaeological qualities as National Scenic Byways. The program provides funding for scenic byway projects and for planning, designing, and developing scenic byway programs. There is a 20% match requirement. National Scenic Byways Program can be used to fund on-street and off-street bicycle facilities, pedestrian facilities, intersection improvements, user maps and other publications.

Nationally, \$3 million were available each fiscal year between 2006 and 2009.

Grant applications for National Scenic Byways Programs are forwarded to the FHWA division office by the state or tribal scenic byways coordinator.

Federal Fact Sheet: <http://www.fhwa.dot.gov/safetealu/factsheets/scenic.htm>

National Scenic Byways Program: <http://www.bywaysonline.org/grants/>

Rivers, Trails and Conservation Assistance Program

(California and Nevada)

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Parks Service program which provides technical assistance via direct staff involvement, to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based upon criteria which include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments. Eligible applicants include non-profit organizations, community groups, tribes or tribal governments, and local, State, or federal government agencies. Federal agencies may be the lead partner only in collaboration with a nonfederal partner.

This program has provided technical assistance funding for the Silver Saddle Ranch and Carson River Community Vision, Carson City, Nevada planning effort.

National Park Service's Rivers, Trails and Conservation Assistance Program Website:
<http://www.nps.gov/ncrc/programs/rtca/>

The Paul S. Sarbanes Transit in Parks Program

(California and Nevada)

Paul S. Sarbanes Transit in Parks and Public Lands Program, formerly the Alternative Transportation in Parks and Public Lands (ATPPL) Program, funds transportation modes that reduce congestion in parks and public lands. The program funds planning and capital expenses for alternative modes in state and national lands, including bicycle and pedestrian paths. Any local, state, federal agency or tribal group that manages federal lands may apply for funds. Project awards range from \$40,000 to \$3 million.

Website: http://www.fta.dot.gov/funding/grants/grants_financing_6106.html

Highway Bridge Program

(California and Nevada)

The Highway Bridge Program funds the replacement and rehabilitation of deficient highway bridges and to seismically retrofit bridges located on any public road. If a highway bridge deck is replaced or

rehabilitated and bicycles are permitted at each end of the bridge, the bridge project must include safe bicycle accommodations (within reasonable costs). Funds are allocated to the States by the Federal government. The Discretionary Bridge Program, a part of the HBP, is administered by the Federal government, and is eligible for the replacement and rehabilitation of high cost highway bridges or seismic retrofit of highway bridges.

Federal website: <http://www.fhwa.dot.gov/bridge/bripro.htm>

5. State-Administered Sources

The States of California and Nevada use both federal sources and state budgets to fund bicycle and pedestrian projects. The following program descriptions specify whether it is a program specific to one or both states.

California Bicycle Transportation Account

As California's Department of Transportation, Caltrans is the agency responsible for implementing bicycle and pedestrian facilities. Caltrans funds local facilities through its Bicycle Transportation Account (BTA). The BTA requires applicants to have adopted or updated a bicycle plan within the past five years. The adopted bicycle plan must comply with CA Streets and Highways Code Section 891.2, and include eleven elements, below. California cities and counties, with adoption of this Plan, will be eligible to receive BTA funding.

Eleven elements for BTA eligibility:

1. Estimated number of existing and future bicycle commuters;
2. Land use and settlement patterns;
3. Existing and proposed bikeways;
4. Existing and proposed bicycle parking facilities;
5. Existing and proposed multi-modal connections;
6. Existing and proposed facilities for changing and storing clothes and equipment;
7. Bicycle safety and education programs;
8. Citizen and community participation;
9. Consistency with transportation, air quality, and energy plans;
10. Project descriptions and priority listings; and
11. Past expenditures and future financial needs.

Grants range between \$10,000 to \$1 million.

California Bicycle Transportation Account website:
<http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>

California Tahoe Conservancy (CTC)

(California)

The California Tahoe Conservancy (Conservancy) is a California state agency with a mission to preserve, protect, restore, enhance, and sustain the unique and significant natural resources and recreational opportunities of the Lake Tahoe Basin. Established in 1984, the Conservancy's jurisdiction extends throughout the California side of the Lake Tahoe Region, as defined in California Government Code Section 66905.5. The Conservancy develops and implements projects to improve water quality, preserve Lake Tahoe's scenic beauty, provide recreational opportunities and public access, preserve wildlife habitat areas, and manage and restore lands to protect the natural environment.

The Conservancy's Public Access and Recreation Program implements projects that are consistent with the Tahoe Region's Environmental Improvement Program (EIP) and has four primary objectives:

- To increase and enhance significant regional public access and public recreational opportunities consistent with natural resource preservation.
- To provide a range of public access opportunities to locations with regionally significant lakefront, riverfront, cultural/historical and natural characteristics.
- To increase regional waterborne and non-motorized transportation and recreation opportunities.
- To support environmental education, interpretation, and wayfinding efforts that promote stewardship, provide information, and lessen confusion for recreationists.

To support the program, the Conservancy allocates funds for projects undertaken by the Conservancy itself as lead agency and for grants to eligible project sponsors. The Conservancy provides grants for three types of public access and recreation projects: site improvement, planning, and acquisition.

The following entities are eligible to apply for grants under the Public Access and Recreation Program:

- Local public agencies, State agencies, and federal agencies;
- Federally recognized Indian tribes, including the Washoe Tribe of Nevada and
- California;
- The Tahoe Transportation District (established under California Government
- Code Section 66801); and
- Eligible nonprofit organizations.

Website: <http://www.tahoecons.ca.gov>

State Transportation Improvement Program

(California and Nevada)

To be eligible for Federal transportation funds, States are required to develop a State Transportation Improvement Program (STIP) and update it at least every four years. A STIP is a multi-year capital

improvement program of transportation projects, and serves to coordinate transportation-related capital improvements of the metropolitan planning organizations and the state.

In California, the STIP includes projects on and off the State Highway System and is funded with revenues from the Transportation Investment Fund and other funding sources. The California STIP is typically updated every two years. To be included in the STIP, projects must be included in the Interregional Transportation Improvement Plan (ITIP), prepared by Caltrans or the Regional Transportation Improvement Plans (RTIPs), prepared by regional agencies. Bicycle and pedestrian projects are eligible for inclusion.

In Nevada, the STIP is updated annually by the Nevada Department of Transportation. The STIP is the instrument used to implement the plans resulting from the statewide transportation planning process

Caltrans STIP website: <http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm>

Nevada STIP website: http://www.nevadadot.com/traveler/construction_projects/stip/

Highway Safety Improvement Program

(California and Nevada)

The Highway Safety Improvement Program funds are allocated to States as part of SAFETEA-LU. The goal of HSIP funds is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. As required under the Highway Safety Improvement Program (HSIP) California and Nevada Departments of Transportation have developed and are in the process of implementing a Strategic Highway Safety Plan (SHSP). A portion of the HSIP funds allocated to each state are set aside for construction and operational improvements on high-risk rural roads. If the state has a Strategic Highway Safety Plan, the remainder of the funds may be allocated to other programs, including projects on bicycle and pedestrian pathways or trails and education and enforcement. The local match varies between 0% and 10%. Maximum grant award is \$900,000.

Caltrans issues an annual call for projects for HSIP funding. Projects must meet the goals of the Strategic Highway Safety Plan.

NDOT sets aside \$400,000 of HSIP funding annually for quick action response funding. This funding can be used towards matching local contributions or to augment a district's budget. Safety improvements of \$150,000 or less, such as pedestrian flashers, lighting, or increased signage is made available at the request of a local entity or in response to an event. This funding is available on a first-come, first served basis.

Federal HSIP Website: <http://www.fhwa.dot.gov/safetealu/factsheets/hsip.htm>

Caltrans HSIP Website: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Nevada SHSP Website: http://www.nevadadot.com/reports_pubs/Safety_Plan/

Recreational Trails Program

(California and Nevada)

The Recreational Trails Program of SAFETEA-LU provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Annually, the Federal Highway Administration distributes funds to each state based on gasoline tax revenue from registered off-road vehicles in the state. Each state administers its Recreational Trails Program, and has different guidelines. Eligible applicants include cities, counties, districts, state and federal agencies, and non-profit organizations responsible for managing public lanes.

Nevada State Parks administers the RTP in Nevada. In FY 2008, Nevada received \$1.3 million in RTP funds in 2009. Nevada's share for 2010 will be announced in fall of 2009. Grant request amounts must be between \$4,000 and \$100,000. A minimum 20% local match is required. In Nevada, funds can be used for:

- Maintenance and restoration of existing trails;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails; including unpaved trails;
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

In California, the funds are administered by the California Department of Parks and Recreation. California's apportionment was \$1.7 million in 2009 and proposals are due October 1, 2009 for 2010 apportionment funds. A minimum 12% local match is required. Recreational Trails Program funds may be used for acquisition of easements and fee simple title to property for recreational trail corridors, development and rehabilitation of trails, trailside or trailheads and construction of new trails. RTP funding cannot be used for paths and sidewalks along a roadway, trail planning, non-ADA accessible trails, upgrading or facilitating motorized access to non-motorized trails. There is no maximum or minimum limit on grant request amounts.

Federal Website: <http://www.fhwa.dot.gov/environment/rectrails/>

Nevada Recreational Trails Program Website: <http://parks.nv.gov/trail/about.htm>

California Recreational Trails Program Website: http://www.parks.ca.gov/?Page_id=24324

Land and Water Conservation Fund

(California and Nevada)

Land and Water Conservation Fund (LWCF) is a federally funded program, run through the National Park Service that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The fund is administered by the California Department of Parks and Recreation in California, and the Nevada Division of State Parks in Nevada. The fund has been reauthorized until 2015.

Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50 percent of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use.

On June 3, 2009 Secretary of the Interior Ken Salazar signed the LWCF 2009 Certificate of Apportionment which distributes over \$27 million to the States, Territories, and the District of Columbia. Approximately \$2.3 million is available for projects in California and \$334,000 is available in Nevada. The Nevada Division of State Parks is not holding a funding round in 2009. Funding for 2009 has still not been received and is anticipated to be lower than last year. There will be a combined 2009-2010 announcement for the availability of federal funds the summer of 2010.

National Park Service website: <http://www.nps.gov/lwcf/>

California LWCF website: http://www.parks.ca.gov/default.asp?page_id=21360

Nevada LWCF website: <http://parks.nv.gov/lwcf.htm>

Wildlife Conservation Board Public Access Program

(California)

The Wildlife Conservation Board (WCB) is a California State board which provides grants to public agencies and non-profit groups and organizations. The focus of the Board's grant funding program is the acquisition of lands or improvements that preserve wildlife habitat or provide recreational access for hunting, fishing or other wildlife-oriented activities. Up to \$250,000 dollars are available per project. Applications are accepted quarterly. Projects eligible for funding include interpretive trails, river access, and trailhead parking areas. The State of California must have a proprietary interest in the project. Local agencies are generally responsible for the planning and engineering phases of each project.

Wildlife Conservation Board Website: <http://www.wcb.ca.gov/>

California Conservation Corps

(California)

The California Conservation Corps (CCC) is a public service program which occasionally provides assistance on construction projects. The CCC may be written into grant applications as a project partner. In order to utilize CCC labor, project sites must be public land or be publicly accessible. CCC

labor cannot be used to perform regular maintenance; however, it can perform annual maintenance, such as the opening of trails in the spring.

California Conservation Corps Website: <http://www.ccc.ca.gov/>

Environmental Enhancement and Mitigation Funds

(California)

The Environmental Enhancement Mitigation Program (EEMP) provides grant opportunities for projects that indirectly mitigate environmental impacts of new transportation facilities. Projects should fall into one of the following three categories: highway landscaping and urban forestry, resource lands projects or roadside recreation facilities. Funds are available for land acquisition and construction. The local Caltrans District must support the project.

Average award amount is \$250,000.

Website: <http://resources.ca.gov/eem/>

Safe Routes to School

(California and Nevada)

Federal Safe Routes to School

Safe Routes to School programs are intended to increase the number of children walking and bicycling to school by making it safer for them to do so. Federal Safe Routes to School (SRTS) funds are allocated to each state to be administered by their transportation departments. Cities, counties, metropolitan planning organizations or regional transportation planning agencies are eligible for federal SRTS funding. No local match is required. Bicycle and pedestrian infrastructure projects within two miles of a grade school or middle school are eligible, as are education, encouragement and enforcement programs (non-infrastructure programs). Both California and Nevada receive these funds.

California was appropriated \$46 million in federal SRTS funds for Cycle 2 (FY 08/09 and 09/10) Maximum grant awarded for infrastructure is \$1 million, and for non-infrastructure is \$500,000.

http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts_guide.htm

Nevada's Safe Routes to School Program was appropriated \$1 million per year through 2009.

<http://www.walknevada.com/>

California Safe Routes to School

In addition to the federal Safe Routes to School funding source, California has a state-legislated source. This source is eligible to cities and counties only, and can be used for infrastructure projects within the vicinity of a school that serves kindergarten through 12th grade. Applicants must provide a 10% match. The fund is primarily for construction, but up to 10% of the program funds can be used for education, encouragement, enforcement and evaluation activities.

California's State Safe Routes to School program awarded 48.5 million dollars in Cycle 8 (FY 09/10 and 10/11). Maximum grant awarded is \$450,000.

<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Office of Traffic Safety (OTS) Grants

(California and Nevada)

Office of Traffic Safety Grants are supported by Federal funding under the National Highway Safety Act and SAFETEA-LU. In California, the grants are administered by the Office of Traffic Safety and in Nevada the grants are administered by the Nevada Department of Public Safety.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Pedestrian safety is included in the list of traffic safety priority areas. Eligible grantees are: governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include: potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year and the Nevada application deadline is April of each year.

There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

California OTS Website: <http://www.ots.ca.gov/Grants/default.asp>

Nevada OTS Website: http://ots.state.nv.us/OTS_FormsPubs.shtml#grant

Transportation Planning Grant Program

(California)

The Transportation Planning Grant Program, administered by Caltrans, provides two grants that can be used to construct and plan bicycle and pedestrian facilities.

The **Community-Based Transportation Planning Grant** provides funding for projects that exemplify livable community concepts including pedestrian improvement projects. Eligible applicants include local governments, MPO's and RPTA's. A 20% local match is required and projects must demonstrate a transportation component or objective. There is \$3 million available annually statewide.

The **Environmental Justice: Context Sensitive Planning Grants** promote context sensitive planning in diverse communities and funds planning activities that assist low-income, minority and Native American communities to become active participants in transportation planning and project development. Grants are available to transit districts, cities, counties and tribal governments. This grant is funded by the State Highway Account at \$1.5 million annually state-wide. Grants are capped at \$250,000.

<http://www.dot.ca.gov/hq/tpp/grants.html>

State Highway Operations & Protection Program

(California)

The State Highway Operations and Protection Program (SHOPP) is a Caltrans funding source with the purpose of purpose of maintaining and preserving the investment in the State Highway System and supporting infrastructure. Projects typically fall into the following categories: collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the state highway system. In the past, SHOPP funds have been used to construct bicycle and pedestrian projects, including curb ramps, overcrossings, bike paths, sidewalks, signal upgrades to meet ADA requirements. Jurisdictions work with Caltrans' districts to have projects placed on the SHOPP list.

The total amount available for the four-year SHOPP period between 2010/11 and 2013/14 fiscal years is \$6.75 billion, which is a reduction in funding from prior SHOPP programs. Past project awards have ranged from approximately \$140,000 to \$4.68 million.

The American Recovery and Reinvestment Act (ARRA) granted funding to this program in California.

<http://www.dot.ca.gov/hq/transprog/shopp.htm>

Nevada State Question 1 Bond Act

(Nevada)

The Nevada Department of Conservation and State Lands administers this funding source. Four counties within the Carson River Watershed have been allocated \$10 million in funding (Douglas, Lyon, Carson City and Churchill). Funds must be used in one of four categories: acquire and develop land and water rights, provide recreational facilities, provide parking for and access to and along the river, and to restore the Carson River Corridor. Most bicycle and pedestrian projects funded under this program would fall under the recreation category. Example projects include constructing a footbridge or a trail along the river. A fifty-percent match is required.

Annual allocation is \$2.5 million per county.

Interstate Maintenance

(California and Nevada)

The Interstate Maintenance (IM) program funds resurfacing, restoration, rehabilitation, and reconstruction of interstate routes, including pedestrian and bicycle facilities over, under, or along interstate routes. A State may transfer up to 50% of its IM apportionment to its National Highway System, Surface Transportation, Congestion Mitigation and Air Quality Improvement, Highway Bridge Replacement and Rehabilitation, or Recreational Trails apportionment. Funds are administered by States.

Federal website: <http://www.fhwa.dot.gov/safetealu/factsheets/im.htm>

Community Development Block Grants

(California and Nevada)

The Community Development Block Grant (CDBG) program funds projects and programs that develop viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. Federal Community Development Block Grant Grantees may use CDBG funds for activities that include (but are not limited to) acquiring real property; building public facilities and improvements, such as streets, sidewalks, and recreational facilities; and planning and administrative expenses, such as costs related to developing a consolidated plan and managing CDBG funds. The state makes funds available to eligible agencies (cities and counties) through a variety of different grant types. Grantees enter into a contract with the state. Eligible agencies are determined based on a formula, and are listed on the HUD website:

Eligible CDBG Agencies in California: <http://www.hud.gov/local/ca/community/cdbg/#state>

Eligible CDBG Agencies in Nevada: <http://www.hud.gov/local/nv/community/cdbg/#state>

<http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm>

6. Locally-Administered Sources

Local funding sources are generally administered by Metropolitan Planning Organizations, Congestion Management Agencies, Transportation Improvement Authorities or other regional agencies. Counties or cities may administer some funding sources. These funding sources are supported by federal, state or local revenue streams.

Congestion Mitigation and Air Quality Program

(California and Nevada)

Congestion Mitigation and Air Quality (CMAQ) program funds projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards for ozone, carbon monoxide and particulate matter standards. CMAQ projects must be located within an air basin that does not meet National Ambient Air Quality Standards, and as such at Lake Tahoe only jurisdictions located in El Dorado County are eligible for CMAQ funding. Eligible projects must also be included in the RTIP or the Federal Transportation Improvement Plan. Funds may be used for, among other things, construction of bicycle and pedestrian facilities and non-construction projects related to safe bicycle use. Examples of these include brochures and other public education materials. As of October 1, 2009, all CMAQ projects must have a local match of 11.47%.

<http://www.tahoempo.org/cmaq.aspx?SelectedIndex=1>

http://www.caltrans.ca.gov/hq/transprog/federal/cmaq/Official_CMAQ_Web_Page.htm

Regional Surface Transportation Program

(California)

The Regional Surface Transportation Program (RSTP) was established in California using Surface Transportation Program Funds from the Federal government. RSTP is a block grant program which provides funding for bicycle and pedestrian projects, among many other transportation projects. Under the RSTP, the local MPO or COG prioritizes and approves projects that receive RSTP funds. Agencies can transfer funding from other federal transportation sources to the RSTP program in order to gain more flexibility in the way the monies are allocated. In California, 62.5% of RSTP funds are allocated according to population. The remaining 37.5% is available statewide.

In Lake Tahoe, approximately \$400,000 is available each year through RSTP, and approximately 60% of this is allocated to bicycle and pedestrian projects.

TRPA's explanation of the RSTP: <http://www.tahoempo.org/rstp.aspx>

Caltrans website: http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm

Transportation Development Act Article 3

(California)

Transportation Development Act (TDA) Article 3 Local Transportation Funds are administered by TRPA as the Regional Transportation Planning Agency (RTPA). Funds are available for transit, bicycle and pedestrian projects in California. According to the Act, pedestrian and bicycle projects are allocated two percent of the revenue from a ¼ cent of the general state sales tax, unless the transportation planning agency finds that the money could be used to better advantage for elderly and handicapped services and community transit. LTF funds are collected by the State, returned to each county based on sales tax revenues, and typically apportioned to areas within the county based on population. Eligible pedestrian and bicycle projects include construction and engineering for capital projects and

development of comprehensive facilities plans. These funds may be used to meet local match requirements for federal funding sources.

Annually, approximately \$830,000 is available in El Dorado County and \$600,000 in Placer County.

Tahoe Metropolitan Planning Agency website: <http://www.tahoempo.org/tda.aspx?SelectedIndex=3>

Caltrans website: <http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>

Mello-Roos Community Facilities Act

(California)

The Mello-Roos Community Facilities Act was passed by the California Legislature in 1982 in response to reduced funding opportunities brought about by the passage of Proposition 13. The Mello-Roos Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility District (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. CFDs must be approved by a two-thirds margin of qualified voters in the district. Property owners within the district are responsible for paying back the bonds. Pedestrian facilities are eligible for funding under CFD bonds.

Overview of Mello-Roos: <http://mello-roos.com/pdf/mrpdf.pdf>

Transient Occupancy Tax

(Placer County, CA and Douglas County, NV)

Transient Occupancy Tax funds are collected by several jurisdictions with the Basin. In Placer County the North Lake Tahoe Resort Association is responsible for their collection and use. A large share has been programmed for transportation purposes, including construction of shared use paths. Local groups or agencies can apply for these funds using the application that is in the back of the NLTRA *Infrastructure and Transportation Development Integrated Work Plan and Long-Range Funding Plan*. In Douglas County, the Tahoe-Douglas Transportation District is responsible for programming TOT revenues and has developed a county-wide five year transportation improvement program.

NLTRA *Infrastructure and Transportation Development Integrated Work Plan and Long-Range Funding Plan*:
<http://www.nltra.org/documents/>

TRPA Rental Car Mitigation Fund

(California and Nevada)

Each a time a rental car is rented in the Basin, the customer pays a \$4.75 per day fee. The collected funds are placed in an interest-bearing trust account and funds are allocated by the Tahoe Transportation

District for local transportation improvements. There is no formal application process but interested parties may discuss potential projects with the Tahoe Transportation District Staff.

Tahoe Transportation District: <http://www.tahoetransportation.org/>

Description in Code of Ordinances:

<http://www.trpa.org/documents/docdwnlds/ordinances/COCh95.pdf>

TRPA Air Quality Mitigation Fund

(California and Nevada)

This program is designed to collect fees to offset impacts caused by indirect sources of air pollution in the Basin. These funds are administered by TRPA for distribution to local jurisdictions.

Some facility construction may be paid for by developers.

New Construction

(California and Nevada)

Future construction projects are a means of providing sidewalks and other pedestrian facilities. To ensure that roadway construction projects provide facilities where needed and feasible, it is important that an effective review process be in place so that new roads meet the counties' and cities' standards and guidelines for the development of sidewalks and pedestrian facilities. A developer may also attempt to reduce the number of trips (and hence impacts and cost) by paying for on- and off-site bicycle and pedestrian improvements designed to encourage residents, employees and visitors to the new development to walk rather than drive.

General Funds

(California and Nevada)

One of the local revenue sources of cities, towns, and counties available for use on bicycle and pedestrian improvements are general funds resulting from sales taxes, property taxes, and other miscellaneous taxes and fees. There are generally few restrictions on the use of these funds, which are utilized for a large variety of local budget needs. As such, there is typically high demand for these funds for numerous government services. Design and construction of sidewalks and pathways through use of this funding source usually receives limited support from local governments unless their constituents lobby effectively for such use.

In some cases, a component of local general funds can be dedicated to transportation improvements including the construction and repair of sidewalks.

Special Improvement Districts

(California and Nevada)

Counties and cities may establish special improvement districts to provide funding for specified public improvement projects within the designated district. Property owners in the district are assessed for the improvements and can pay the amount immediately or over a span of 10 to 20 years. Street pavement, curb and gutter, sidewalks, and streetlights are some of the common improvements funded by special improvement districts. Business Improvement Districts and Special Assessment Districts are example of special improvement districts.

Parks and Recreation Funds

(California and Nevada)

Local parks and recreation funds are generally derived from property and sales taxes and some fee revenues, and they are sometimes used directly for pathway or pathway related facilities, including bathrooms, pocket parks, lighting, parking, and landscaping. Parks and recreation funds are also utilized to cover pathway maintenance costs incurred by these departments.

Integration into Larger Projects

(California and Nevada)

The State of California's "Complete Streets" policy requires Caltrans to address the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects. Local jurisdictions can begin to expect that some portion of pedestrian and bicycle project costs, when they are built as part of larger transportation projects, will be covered in project construction budgets.

The Nevada Department of Transportation also has a "Bicycle Facilities Checklist" that it compares against roadway project designs. Roadway projects must incorporate facilities in approved local bicycle and pedestrian plans where feasible.

Bicycle and pedestrian facilities may also be constructed as part of private developments or local projects.

7. Other Sources

Community Action for a Renewed Environment

(Administrator: U.S. EPA)

Community Action for a Renewed Environment (CARE) is a competitive grant program that offers an innovative way for a community to organize and take action to reduce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between \$75,000 and \$300,000. In 2010, applications were due in March.

<http://www.epa.gov/care/>

American Greenways Program

Administered by The Conservation Fund, the American Greenways Program (AMG) provides funding for the planning and design of greenways. AMG awards may be used to fund unpaved trail development. Eligible applicants include local, regional or statewide non-profit organizations and public agencies. The maximum award is \$2,500, but awards typically range from \$500 to \$1,500.

Website: <http://www.conservationfund.org/?article=2471>

Bikes Belong Grant

Bikes Belong is an organization sponsored by bicycle manufacturers with the intent to increase bicycle riding in the United States. Bikes Belong provides grant opportunities up to \$10,000 with a minimum 50% match to organizations and agencies seeking to support facility and advocacy efforts. Eligible projects include bike paths, trails, and bridges, mountain bike facilities, bike parks, and BMX facilities.

Website: <http://www.bikesbelong.org/grants>