



Tahoe Regional Planning Agency /
Tahoe Metropolitan Planning Organization
Annual Federal Obligation Report
Federal Fiscal Year 2023

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Purpose

The United States Code of Federal Regulations outlines the requirement for Metropolitan Planning Organizations (MPO) to publish a listing of projects for which federal funds were obligated in the preceding program year within ninety calendar days following the end of the program year.

Code of Federal Regulations Title 23: Highways, Part 450 - Planning Assistance and Standards, Subpart C - Metropolitan Transportation Planning and Programming

§450.334 Annual listing of obligated projects.

(a) In metropolitan planning areas, on an annual basis, no later than ninety calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016; 82 FR 56545, Nov. 29, 2017]

The annual federal obligation report is published to fulfill the above federal requirement by listing all federally funded transportation projects in the Region that had federal funds obligated during the preceding federal fiscal year. The term obligated or obligation refers to the federal government's commitment to pay or reimburse the lead agency for the federal share of the projects' cost. Obligation does not necessarily signify expenditure or completion of a project, nor represent the total cost of the project. Programmed project costs can be found in the corresponding Federal Transportation Improvement Program.

Background

Tahoe Regional Planning Agency

Tahoe Regional Planning Agency is a unique bi-state agency established by a Compact between the states of California and Nevada and ratified in public law by the U.S. Congress. The original Compact was approved in 1969 (Public Law 91-148). It was revised in 1980 (Public Law 96-551), gave TRPA authority to adopt environmental quality standards, called thresholds, and to enforce ordinances designed to achieve the thresholds. The Compact's essential purpose is to protect and restore the environment of the Lake Tahoe Basin, maintain the equilibrium between the region's natural endowment and its manmade environment, and preserve the scenic beauty and recreational opportunities of the region.

TRPA receives direction on decisions from a [15-member Governing Board](#), a [21- member Advisory Planning Commission](#) as well as stakeholders and members of the public. The agency also reports on our activities regularly to the Nevada and California state legislatures. The TRPA Governing Board meets monthly, and its meetings are open to the public including sections of any TRPA meeting during which

the Governing Board acts as the Tahoe Metropolitan Planning Organization and the Regional Transportation Planning Agency for the California side of the Tahoe Basin.

Tahoe Metropolitan Planning Organization

The Tahoe MPO was authorized by Congress in the Transportation Equity Act for the 21st Century (TEA-21), Public Law 105-178. Based on subsequent required actions taken by the States of California and Nevada and local governments in the region, TMPO was formally launched on July 1, 1999. As the federally designated transportation planning agency for the Tahoe Region, TMPO is responsible for taking all actions under federal regulations required of metropolitan planning organizations. By federal law, the MPO is required to produce a Regional Transportation Plan, a Federal Transportation Improvement Program, an Overall Work Program, and a Public Participation Plan.

The TMPO's role is to provide planning, funding, and technical assistance that encourages a transportation system that is multi-modal and sustainable. TRPA's 15-member Governing Board and a representative from the U.S. Forest Service serve as the board for the Tahoe Metropolitan Planning Organization. TMPO Board meetings are conducted as part of TRPA Board meetings. These two governing bodies, although they include many of the same representatives, have diverse responsibilities. The TRPA's overriding obligation is adherence to the Tahoe Regional Planning Compact, including the responsibility to achieve and maintain environmental threshold carrying capacity standards. The TMPO's mission is to direct policy decisions on transportation plans and programs. TMPO's defined area of jurisdiction is concurrent with that of the TRPA. The Region borders the states of California and Nevada. Approximately two-thirds in California and one-third within Nevada. El Dorado and Placer Counties are in the California portion, and Douglas, Washoe, and Carson Counties are on the Nevada side of the Region.

Regional Transportation Plan

The [Regional Transportation Plan](#) (RTP) is the conforming long-range transportation plan that meets federal, state, and TRPA requirements and provides the framework for investment in the transportation system that is needed to support the regional and community goals set forth in the TRPA's Regional Plan and the area plans. The RTP identifies planned transportation projects and programs that will shape the region's transportation system over the next 20 years and lays out the funding plan necessary to implement that system. The plan focuses on transformational investments in Transit, Technology, Trails, Communities and Corridors and maintaining the transportation system at Lake Tahoe.

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) for the Tahoe Region is a comprehensive four-year program that complies with the current federal transportation bill requirements and consists of surface transportation projects for highway, transit, bicycle and pedestrian projects that receive federal funds, require a federal action, or are regionally significant. TMPO adopts the program every two years in conjunction with California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local agencies.

The FTIP is consistent with the Regional Transportation Plan and the Regional Plan and related local, state, and federal planning processes. TMPO prepares the FTIP in accordance with the current Public Participation Plan and through cooperation with Caltrans, NDOT, FHWA, FTA, local agencies, and the public. The FTIP is a primary feature of TMPO's continuing, cooperative, and comprehensive

transportation planning and programming process. Input and coordination are sought and obtained at all levels.

The document is developed in accord with the current federal transportation bill and the United States Department of Transportation's metropolitan planning regulations Title 23 Code of Federal Regulations Part 450. Federal regulations require all transportation projects that receive federal funds, require a federal action, or are regionally significant be listed in the FTIP.

Regionally significant project means 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. At a minimum this includes all major improvements on principal arterial highways.

Federal law also requires TIPs to be fiscally constrained which means including only projects and programs that have reasonably foreseeable funding sources. The FTIP also must be financially constrained by year, meaning the amount of dollars programmed to the projects must not exceed the amount of dollars estimated to be available, and include a financial plan to demonstrate that the projects can be implemented and funded as programmed. The FTIP must be updated at least every four years, cover a programming period of no less than four years, and contain a priority list of projects grouped by year.

The FTIP provides an overall snapshot to the federal government illustrating current and pending uses of federal and state transportation funds. All projects programmed in the FTIP must be included in the current Regional Transportation Plan (RTP). The RTP is the long-range policy and planning document, whereas the FTIP is the short-range implementing document that enables those planned projects to begin work. The FTIP includes projects from the adopted RTP project list that have committed or reasonably available funding. FTIP can be viewed at: <https://www.trpa.gov/transportation/funding/ftip/>

Public Participation Plan

TMPO's Public Participation Plan ensures that public participation is an integral and effective part of TMPO's activities. Consistent public outreach and input is one of the most important foundations for developing transportation planning, programming, and project delivery documents and investments. The Public Participation Plan link can be found at: <https://www.trpa.gov/rtp/#participation>

Funding

Fund Information

The funds included in this report are administered through the Federal Highway Administration or the Federal Transit Administration. The report includes data from California and Nevada projects for which federal funds were obligated during the federal fiscal year 2023; October 01, 2022 through September 30, 2023. The information is provided by Caltrans, NDOT, and the local transit operators; Tahoe Transportation District and Placer County Department of Public Works. This report is limited to federal funds and does not represent all revenues programmed throughout the federal fiscal year.

Funding Sources

PROGRAM CODE DESCRIPTION	PROGRAM CODE
STP - STATE FLEXIBLE - STEA03	H240
NHS- NATL HIGHWAY SYS S-LU EXT	L05E
STP- <200,000 S-LU EXT	L20E
SURFACE TRANSPORTATION FLEX	L240
NATIONAL HIGHWAY PERF PROGRAM	M001
NATIONAL HIGHWAY PERF FAST	Z001
SURFACE TRANSP BLOCK GRTS-FLEX	Z240
CONGESTION MITIGATION FAST	Z400
HIGHWAY INFRA OVER 200K POP	Z910
HIGHWAY INFRA OVER 200K POP	Z919
HWY INFRA COVID SUPPLEMENTAL	Z970
HWY INFRA COVID >200K POP SUPP	Z972
FTA ENHANCED MOBILITY of SENIORS AND INDIVIDUALS WITH DISABILITIES	5310
FTA FORMULA GRANTS FOR RURAL AREAS	5311
FTA CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT of 2021	CRRSAA
STRENGTHENING MOBILITY AND REVOLUTIONIZING TRANSPORTATION GRANTS PROGRAM	SMART

Table 1: FFY 2023 Federal Highway Administration Obligations

County	Project #	State Project #	Project Description	MPO ID	Fund Source	Obligation Amount
Placer	STPCFL-6125(035)	n/a	Transfer to FLH	CFL01	Y230	\$1,553,000
Placer	STPCFL-6125(035)	n/a	Transfer to FLH	CFL01	Y230	\$1,447,000
El Dorado	FTACML-6478(010)	n/a	Transfer to FTA	TRANS02	Y400	\$1,000,000
El Dorado	5925162	031800006 8L	East San Bernardino Ave from West of Upper Truckee River to Tahoe Paradise Park in the Community of Meyers construct approximately 0.37 miles of Class I bike path (TC)	GROUP1	Z970 Z970 Z972	\$ 272,872 \$(882,468) \$ 882,468
El Dorado	5925168	031900005 6L	South Tahoe Greenway Shared Use Trail, Phase 1B and 2 between Glenwood Way and Sierra Blvd Construct Bike/Pedestrian Trail	GROUP1	Z400	\$(173,939)
El Dorado	P050115	033C3802/ 9S	South Lake Tahoe from SR 89N to Trout Creek Bridge Storm Water Mitigation (TC)	SHOPP	H240 L240 Z240	\$202,097 \$475,385 \$(2,890,443)
El Dorado	P050139	030000045 8S	In South Lake Tahoe, North of SR 89 to Trout Creek Bridge. Water Quality improvements (TC)	SHOPP	L05E Z001	\$(3,506,091) \$(1,988,589)
El Dorado	P089109	030000022 3S	On SR 89, in and near South Lake Tahoe from US 50 to Cascade Road Storm Water Quality improvements (TC)	SHOPP	L20E	\$(278,382)
El Dorado	P050129	031A7324S	In and near South Lake Tahoe airport entrance road to SR 89 Strom Water Quality improvements overlay (TC)	SHOPP	M001	\$(338,484)
Placer	5919147	032100001 5L	The North Tahoe Regional Park (Tahoe Vista) to the current trail terminus at Dollar Hill (Tahoe City). Construction of Class I Bike Trail SR 28 /SR 267 intersection; PM 9.1/9.4 Construct Roundabout	GROUP1	Z910 Z919	\$45,264 \$127,211

Table 2: FFY 2023 Federal Transit Administration Obligations

County	Grant #	Funding Agency	Project Description	MPO ID	Fund Source	Obligation Amount
El Dorado	NV2023-002-00	FTA/CA	Combined Operating for Demand Response	n/a	5310 - CRRSAA	\$9,053
EL Dorado	NV2023-027-00	FTA/CA	Combined Operations and Capital for ADA Service	TMC04 06	5310	\$54,304
El Dorado	SMART FY22 N1P1G41	USDOT/CA	Intelligent sensor integration on rural multi-modal system with an Urban recreation	n/a	USDOT - SMART	\$1,489,000
Placer	64BA22-02102	FTA/CA	Operating Assistance	TMC04 06	5311	\$450,000