



Tahoe Regional Planning Agency /  
Tahoe Metropolitan Planning Organization  
Annual Federal Obligation Report  
Federal Fiscal Year 2024

October 01, 2023 to September 30, 2024

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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 Governors of California and Nevada, the Tahoe MPO authority was established in 1999. TRPA's MPO role is primarily transportation planning and financial programming. The MPO is required to produce a Regional Transportation Plan, 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 Agency 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 25 years and lays out the funding plan necessary to implement that system. The plan focuses on transformational investments in Transit, Technology, Towns, and Trails 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), and Federal Transit Administration (FTA).

The FTIP is consistent with the Regional Transportation Plan and the Regional Plan and related local, state, and federal plans. The document is developed 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 prepared in accordance with the federal transportation bill; Infrastructure Investment and Jobs Act (IIJA) 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. It 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 illustrates the current and pending uses of federal and state transportation funds. All projects programmed in the document must be included in the current RTP. The RTP is the long-range 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

The 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 apportioned through FHWA or FTA and administered through the states. The report includes data from California and Nevada projects for which federal funds were obligated during the federal fiscal year 2024; October 01, 2023 through September 30, 2024. 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 funding and does not represent all revenues programmed throughout the federal fiscal year.

## Funding Program Codes

Program Code Description	Program Code
STP- <200,000 S-LU EXT	L20E
STBG-URBANIZED >200K IJJA	Y230
TRANSP ALTERNATIVES FLEX IJJA	Y300
CONGESTION MITIGATION IJJA	Y400
CARBON REDUCTION PROG >200K IJJA	Y601
HIGHWAY SAFETY IMP PROG IJJA	YS30
VULNR USER SFTY SPEC RULE IJJA	YS70
STBG-URBANIZED >200K FAST	Z230
HIGHWAY INFRA OVER 200K POP	Z919
HIGHWAY SAFETY IMP PROG FAST	ZS30
URBANIZED AREA FORMULA GRANTS - FTA	5307
FTA - ENHANCED MOBILITY of SENIORS & INDIVIDUALS WITH DISABILITES	5310
FTA - FORMULA GRANTS FOR RURAL AREAS	5311
FTA - LOW or NO EMISSION GRANT PROGRAM	5339 (c)

Table1: FFY 2024 FHWA Obligations

TIP/MPO ID	Agency	Project Description	Fund Source	Obligation Date	Obligation Amount
220-0000-0156	Caltrans	On State Route 50, El Dorado County in South Lake Tahoe from North junction Route 89 to Pioneer Trail, modify lighting and fiber optic cable systems	YS70	6/13/2024	\$4,183,721
SHOPP1	Caltrans	On State Route 89, in and near South Lake Tahoe from Route 50 to Cascade Road Storm Water Quality improvements (TC)	L20E	10/30/2023	(\$5,892.28)
GROUP1	El Dorado	Apache Ave from highway 50 to the Lake Tahoe Environmental Science Magnet school at East San Bernardino Ave Active transportation Improvements along Apache Ave from US50/SR89 intersection to the Lake Tahoe Magnet school to provide a safe walkable and bikeable roadway	Y230	2/29/2024	\$500,000
			Y300		\$512,000
			Y400		\$499,000
			Y601		\$545,000
HSIP1	El Dorado	Intersection of US Highway 50 and Pioneer Trail (PM71.48) in the community of Meyers in South Lake Tahoe construct a roundabout with pedestrian and bicycle crossings, separated travel lane approaches, curb, gutter, traffic signs, stripes, and pavement markings	YS30	7/1/2024	\$3,450,400
HSIP1	City of South Lake Tahoe	Intersection of Pioneer Trail with Enda Street. H9-03-024 Dynamic speed feedback signs, intersection edge lines, center lines, signage, warning signs, lighting, pavement markings and shoulder widening	YS30 ZS30	8/30/2024	\$147,753 (\$44,163)
220-0000-0110	City of South Lake Tahoe	Lake Tahoe Blvd from Viking Way to South Wye Class 1 Bike Trail (TC)	Z230	2/14/2024	(\$655)
PL001	Placer	SR 28 /SR 267 Intersection; PM 9.1/9.4 construct roundabout	Y230	8/19/2024	\$1,132,325
220-0000-0167	Tahoe Transportation District	Along SR 28, design and construction of 1.75 miles of multi-use path between Sand Harbor to Thunderbird Cove, vista pullouts and safety improvements.	Y230	9/06/2024	\$2,323,492
			Z919		\$77,775
			Y601		\$502,720
220-0000-0142	Tahoe Transportation District	Planning study to determine regional travel demands and regional revenue within the Tahoe Basin to determine potential funding authority changes to NRS 277.200 to meet parking demand, residential, commuter, and visitor use.	Z230	6/25/2024	(\$18,945)

Table 2: FFY 2024 FTA Obligations

TIP/MPO ID	FTA Grant #	Agency	Project Description	Fund Source	Obligation Date	Obligation Amount
220-0000-0098	NV-2024-001-00	Tahoe Transportation District	Combined Operating for Demand Response	CMAQ transfer to 5307	02/01/2024	\$1,000,000
220-0000-0049	NV-2024-004-00	Tahoe Transportation District	Diesel-Electric Hybrid Bus & Associated Equipment Purchase	5339(c)	3/18/2024	\$3,400,000
220-0000-0098	NV-2024-015-00	Tahoe Transportation District	Operating for Demand Response	5310	7/29/2024	\$9,060
220-0000-0098	NV-2024-012-00	Tahoe Transportation District	Combined Operating for Demand Response	5307	8/28/2024	\$2,173,760
220-0000-0098	PR448-23-802	Tahoe Transportation District	Combined Operating and Preventive Maintenance for Fixed Routes and On Call including Preventive Maintenance - Rural	5311	10/05/2023	\$3,307,284
220-0000-0098	64BA22-02102	Placer	TART Operating Assistance FY23/24	5311	9/25/2024	\$453,350
220-0000-0098	CA-2024-020	Placer	TART Operating Assistance FY23/24	5307	1/31/2024	\$1,014,904