



TRPA/TMPO
ANNUAL FEDERAL OBLIGATION REPORT
Federal Fiscal Year 2020
October 01, 2019 to September 30, 2020

Prepared by:

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Table 1: FFY 2020 Federal Highway Administration Obligations

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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 90 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 90 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

The 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). 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 TMPO 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 several documents, including 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 meetings. The TMPO's mission is to provide 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 transit, bicycle and pedestrian, and technology strategies to support lake clarity, economic stability, safety, and quality of life, and minimize the Region's impact on the global climate.

[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 and is consistent with the Regional Plan and related local, state, and federal planning processes. TMPO prepares and adopts the program every two years in conjunction with Caltrans, NDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local agencies.

The FTIP is consistent with the Regional Transportation 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.

A regionally significant project means a transportation project that is on a facility which serves regional transportation needs, such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as entertainment complexes and high demand recreation facilities or transportation terminals that would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

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 needs to 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. TMPO adopts the FTIP every two years.

The FTIP provides an overall snapshot to the federal government illustrating current and pending uses of federal and state transportation funds. All projects included in the FTIP must be consistent with 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 the projects from the adopted RTP constrained project list that have committed or reasonably available federal funding. The FTIP can be found at:

<http://www.trpa.org/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 link can be found at: <http://www.trpa.org/transportation/outreach/>

Source 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, Nevada, and Transit projects for which federal funds were obligated during the federal fiscal year (FFY) 2020, October 01, 2019 through September 30, 2020. The information is provided by California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), and Tahoe's Transit Operators – Tahoe Transportation District (TTD) and Placer County Department of Public Works (TART). This report is limited to federal funds and does not represent all revenues programmed throughout the federal fiscal year.

Funding Sources

Program Code	Funding Type
Z004	Congestion Mitigation FAST
Z005	Highway Infra Over 200K POP *
Z230	Surface Transportation Block Grant – Urbanized > 200K FAST
Z302	Transportation Alternatives 5-200K FAST
Z905	Highway Infra Over 200K POP *
ZS30	Highway Safety Improvement Program FAST
FTA 5307	Urbanized Area Formula Grants
FTA 5307 CARES	Urbanized Area Formula Grants – CARES ACT
FTA 5311	Formula Grants for Rural Areas
FTA 5311 CARES	Formula Grants for Rural Areas – CARES ACT
FTA 5339	Bus and Bus Facilities Formula Grants
FTA 5339 (c)	Low or No Emission Vehicle Program

*Highway Infra Over 200k POP is listed under program codes Z005 and Z905.

Table 1: FFY 2020 Federal Highway Administration Obligations

COUNTY	LEAD AGENCY	PROJECT#	STATE PROJECT#	PROJECT TITLE	PROJECT DESCRIPTION	MPO ID	FUND SOURCE	OBLIGATION AMOUNT
El Dorado	TTD	6478005	0317000062L	US 50 South Shore Community Revitalization Project	US 50 from Stateline Avenue to Pioneer Trail Realign roadway, reduce lanes and transit-bike-pedestrian lanes. (TC)	TMC0403	Z005 Z230 Z905	\$233,280 \$2,669,000 \$328,681
El Dorado	EL Dorado	5925163	0318000148L	Meyers Corridor Operational Improvement Project	1.3 mile stretch of Meyers Corridor along US 50/SR 89 complete streets- Adding lighting, signage, and visible crosswalks.	GROUP1	Z230	\$500,000
El Dorado	CSLT	5398013	0318000029L	Lake Tahoe Blvd Class I Bike Trail	Lake Tahoe Blvd from Viking Way to South Wye. Class I Bike Trail.	GROUP1	Z230	\$249,000
El Dorado	CSLT	5398011	0316000103L	Al Tahoe Safety and Mobility Enhancement Project	Al Tahoe Blvd from Johnson Blvd to the US 50 Class I Bike Trail on Al Tahoe adjacent to South Lake Tahoe Middle School, Bike lanes on both sides of the Al Tahoe, Travel Way narrowing and intersection improvements on both sides. (TC)	GROUP1	Z230 Z302 Z400	\$225,000 \$1,866,000 \$432,000
El Dorado	El Dorado	5925182	0321000021L	Apache Ave Pedestrian Safety and Connectively Project	Apache Ave from Hwy 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 Magnet School to provide a safe walkable and bikeable road.	GROUP1	Z230	\$500,000
El Dorado	El Dorado	5925181	0320000253L	Purchase Street Sweeper	Eastern El Dorado County in the Tahoe Basin equipment purchase, purchase a High-Efficiency Street Sweeper for El Dorado County. Non-Infrastructure project.	ELDO05	Z400	\$190,000
El Dorado	CSLT	5398016	0319000110L	Grouped Projects for Safety Improvements - HSIP	Intersection of Pioneer Trail with Edna Street Dynamic Speed Feedback Signs, Intersection Edge-lines, Centerlines, Signage, Warning Signs, Lighting, Pavement marking and Shoulder Widening.	HSIP1	Z530	\$49,500
Placer	Placer	5919147	0321000015L	North Tahoe Regional Bike Trail Phase 1	The North Tahoe Regional Park (Tahoe Vista) to the current trail terminus at Dollar Hill (Tahoe City). Construction of Class I Bike Trail.	GROUP1	Z005	\$337,000 \$163,000
Placer	Placer	5919142	0320000013L	Tahoe City Downton Access and Mobility Improvements	In downtown Tahoe City on Grove Street, the project will implement parking expansion, circulation, and consolidation at Grove Street, improve pedestrian access and safety at crossings in downtown Tahoe City.	GROUP1	Z230	\$600,000

Table 2: FFY 2020 Federal Transit Administration Obligations

COUNTY	LEAD AGENCY	TRANSIT OPERATOR	GRANT #	PROJECT TITLE	PROJECT DESCRIPTION	MPO ID	FUND SOURCE	OBLIGATION AMOUNT
Placer	FTA-Caltrans	TART	64V020-01050	TART Operations	Transit Operating Assistance	N/A	FTA 5311 - CARES	\$250,000
Placer	FTA	TART	CA-2020-188	TART Operations	Transit Operating Assistance	TRANS02	FTA 5307	\$897,637
Placer	FTA	TART	CA-2020-131	TART Operations	Transit Operating Assistance	N/A	FTA 5307- CARES	\$311,900
Various	FTA	TTD	NV-2019-013-00	Transit Operating Assistance	Combined Operating Fixed Routes and On-Call	TRANS02	FTA 5307	\$1,906,790
Various	FTA	TTD	NV-2020-016-00	Transit Operating Assistance	Combined Operating Fixed Routes and On-Call (includes Preventive Maint - Urban)	N/A	FTA 5307-CARES	\$5,154,624
Various	NDOT	TTD	PR517-19-802	Transit Operating Assistance	Combined Operating Fixed Routes and On-Call (includes Preventive Maint - Rural)	TRANS02	FTA 5311	\$2,197,200
Various	FTA	TTD	NV-2020-012-00	Capital Assistance	Clean Transit Initiative	TRANS03	FTA 5339c	\$2,125,000
Various	FTA	TTD	NV-2020-004-00	Capital Assistance	Clean Transit Initiative (Electric Bus & Equipment Purchases)	TRANS03	FTA 5339	\$182,429