



TAHOE REGIONAL PLANNING AGENCY/TAHOE METROPOLITAN
PLANNING ORGANIZATION
ANNUAL FEDERAL OBLIGATION REPORT

Federal Fiscal Year 2021

October 01, 2020 to September 30, 2021

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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

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 meetings are open to the public, including the 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 Board 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, trails, communities and corridors, and technology strategies that support economic stability, quality of life, safety, and reduce emissions of greenhouse gas and build a resilient system in response to climate change.

[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, and active transportation 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 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 related local, state, and federal planning processes. It 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 accordance with the United States Department of Transportation's metropolitan planning regulations Title 23 Code of Federal Regulations Part 450. Federal regulations mandate 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, 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 major improvements on principal arterials 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, indicating 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 included in the FTIP must be consistent with the current 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. FTIP can be viewed at: <http://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 link can be found at: <https://www.trpa.gov/rtp/#participation>

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) 2021, October 01, 2020 through September 30, 2021. The information is provided by Caltrans, 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 |
|----------------|--|
| Z40E | CONGESTION MITIGATION FAST EXT |
| Z905 | HIGHWAY INFRASTRUCTURE OVER 200K POP |
| Z23E | SURFACE TRANSPORTATION BLOCK GRANT-URBANIZED > 200K FAST EXT |
| Z230 | SURFACE TRANSPORTATION BLOCK GRANT-URBANIZED >200K FAST |
| Z301 | TRANSPORTATION ALTERNATIVES >200K FAST |
| Z3E1 | TRANSPORTATION ALTERNATIVES >200k FAST EXT |
| Z005 | HIGHWAY INFRASTRUCTURE OVER 200k POP |
| FTA 5307 | URBANIZED AREA FORMULA GRANTS |
| FTA 5307 CARES | URBANIZED AREA FORMULA GRANTS – CARES ACT |
| 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 |

Table 1: FFY 2021 Federal Highway Administration Obligations

| COUNTY | LEAD AGENCY | PROJECT# | STATE PROJECT# | PROJECT TITLE | PROJECT DESCRIPTION | MPO ID | FUND SOURCE | OBLIGATION AMOUNT |
|-----------|-------------------------------|----------|----------------|---|---|--------|--|---|
| El Dorado | City of South Lake Tahoe | 5398013 | 0318000029L | Lake Tahoe Boulevard Class I Bike Trail | Lake Tahoe Blvd from Viking Way to South WYE. Class 1 Bike Trail (TC) | GROUP1 | Z005 Z230 Z23E Z301 Z3E1 Z40E Z905 | \$218,573 \$500,519 \$777,480 \$607,300 \$136,700 \$268,775 \$537,427 |
| El Dorado | County of EL Dorado - Tahoe | 5925183 | 0321000054L | South Tahoe Greenway - Upper Truckee Bridge at Johnson Meadow | In Eastern El Dorado County, in the Tahoe Basin, construct a Class 1 pathway approximately 1.2 miles from the east end of South Avenue, over the Upper Truckee River via a new bridge towards Sierra Boulevard and link to Phase 2 constructed in 2020. | GROUP1 | Z230 | \$269,000 |
| El Dorado | City of South Lake Tahoe | 5398014 | 0319000017L | Pioneer Trail Pedestrian Improvement Project - Phase II | Pioneer Trail from Larch Ave to the intersection of Ski Run Blvd in the City of South Lake Tahoe located in the County of El Dorado. Pedestrian and bike improvements. | GROUP1 | Z230 | \$110,274 |
| El Dorado | County of El Dorado - Tahoe | 5925163 | 0318000148L | Meyers Corridor Operational Improvement Project | 1.3 mile stretch of Meyers Corridor along US 50/89 complete streets – adding lighting, signage, and visible crosswalks. | GROUP1 | Z40E | \$250,000 |
| Placer | Placer County | 5919136 | 0318000149L | Kings Beach Western Approach | SR 28 /SR 267 intersection; PM 9.1/9.4 construct roundabout | PL001 | Z23E | \$675,000 |
| Various | Tahoe Transportation District | NDOT | Nevada | Recreational Travel Phase II | Recreational Travel Phase II Plan | TTD15 | Z23E - NV | \$234,650 |
| Washoe | Tahoe Transportation District | NDOT | Nevada | Tahoe Mobility Hub – Washoe County | Incline Facility Plan and Feasibility Study | TTD19 | Z230 - NV | \$202,350 |

Table 2: FFY 2020 Federal Transit Administration Obligations

| COUNTY | LEAD AGENCY | PROJECT TITLE | PROJECT DESCRIPTION | MPO ID | GRANT # | FUNDING AGENCY | FUND SOURCE | OBLIGATION AMOUNT |
|----------------|-------------------------------|--------------------------------------|---|---------|---------------|----------------|--------------|-------------------|
| Placer | Placer County TART | TART Transit Operating | Operating Assistance/PM | TRANS02 | CA-2020-188 | FTA/CA | 5307 | \$1,169,560 |
| Placer | Placer County TART | TART Transit Operating Assistance | Operating Assistance/PM | TRANS02 | CA-2020-131 | FTA/CA | 5307-CARES | \$3,510,233 |
| Placer | Placer County TART | TART Transit Operating Assistance | Operating Assistance/PM | TRANS02 | CA-2021-250 | FTA/CA | 5307 | \$1,170,763 |
| Placer | Placer County TART | Placer County (TART) Transit Capital | Capital Bus Purchase | TRANS03 | CA-2020-187 | FTA/CA | 5310 | \$52,176 |
| Placer | Placer County TART | Placer County (TART) Transit Capital | Capital Bus Purchase | TRANS03 | CA-2020-186 | FTA/CA | 5339 | \$163,492 |
| Douglas/Washoe | Tahoe Transportation District | TTD Transit Operating Assistance | Combined Operating for Fixed Routes and On-Call includes PM – Rural | TRANS02 | P417-20-802 | FTA/NV | 5311-CARES | \$3,059,452 |
| Various | Tahoe Transportation District | TTD Transit Operating Assistance | Combined Operating for Fixed Routes and On Call | TRANS02 | NV2021-015-00 | FTA/CA | 5307 | \$1,887,628 |
| Various | Tahoe Transportation District | TTD Transit Operating Assistance | Combined Operating for Fixed Routes and On Call | TRANS02 | NV2021-014-00 | FTA/CA | CMAQ to 5307 | \$200,000 |
| Various | Tahoe Transportation District | TTD Transit Operating Assistance | Combined Operating for Fixed Routes and On Call | TRANS02 | NV2021-037-00 | FTA/CA | CMAQ to 5307 | \$700,000 |
| Various | Tahoe Transportation District | TTD Transit Capital | Bus and Bus Facilities and PM | TMC0406 | NV2021-007-00 | FTA/CA | 5339 | \$225,032 |
| Various | Tahoe Transportation District | TTD Transit Capital | Bus and Bus Facilities and PM | TMC0406 | NV2021-035-00 | FTA/CA | 5339 | \$284,386 |

Table 2: FFY 2020 Federal Transit Administration Obligations

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|---------|-------------------------------|------------------------------------|---|---------|---------------|--------|-------|-------------|
| Various | Tahoe Transportation District | TTD Transit Capital | Bus and Bus Facilities and PM | TMC0406 | NV2021-006-00 | FTA/NV | 5339c | \$1,500,000 |
| Washoe | Tahoe Transportation District | Tahoe Mobility Hub – Washoe County | Protective acquisition, site alternative analysis, and site selection for a mobility hub within Washoe County | TTD19 | NV2021-040-00 | FTA/NV | 5339c | \$1,956,000 |