



Tahoe Regional Planning Agency /  
Tahoe Metropolitan Planning Organization  
Annual Federal Obligation Report  
Federal Fiscal Year 2022

October 01, 2021 to September 30, 2022

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December 2022

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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 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. 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 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 transformational investments in Transit, Trails, Technology, 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. 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 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: <http://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, Nevada, and Transit projects for which federal funds were obligated during the federal fiscal year 2022, October 01, 2021 through September 30, 2022. 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
CONGESTION MITIGATION MAP-21	400
STBG-URBANIZED >200K IJJA	Y230
CONGESTION MITIGATION IJJA	Y400
STBG-URBANIZED >200K FAST	Z230
STBG-URBANIZED >200K FAST EXT	Z23E
CONGESTION MITIGATION FAST	Z400
CONGESTION MITIGAT FAST EXT	Z40E
HIGHWAY INFRA OVER 200K POP	Z905
HIGHWAY INFRA OVER 200K POP	Z910
HWY INFRA COVID SUPPLEMENTAL	Z970
URBANIZED AREA FORMULA GRANTS	FTA 5307
FORMULA GRANTS FOR RURAL AREAS	FTA 5311
BUSES AND BUS FACILITIES FORMULA PROGRAM	FTA 5339
LOW OR NO EMISSION VEHICLE PROGRAM	FTA 5399 (c)

Table 1: Federal Highway Administration Obligations for FFY2022

County	Project #	State Project #	Project Description	MPO ID	Fund Source	Obligation Amount
El Dorado	5398014	0319000017L	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	M400 Z905 Z910	\$300,000.00 \$182.00 \$110,818.00
El Dorado	5925183	0321000054L	In Eastern El Dorado County, in the Tahoe Basin, in the City of South Lake. Construct a Class 1 pathway approx. 1.2 miles from the East end of South Ave, over the Upper Truckee River via a new bridge towards Sierra Blvd and link to Phase 2 constructed in 2020.	GROUP1	Y230 Z23E	\$286,853.87 \$213,146.13
El Dorado	5925162	0318000068L	East San Bernardino Ave from West of Upper Truckee River to Tahoe Paradise park in the community of Meyers. Construct approx. 0.37 miles of Class 1 bike Path (TC)	GROUP1	Y230 Y400 Z400 Z970	\$1,000,000.00 \$1,622,645.00 \$250,000.00 \$702,869.00
El Dorado	6478005	0317000062L	US-50 from Stateline Ave to Pioneer Trail realign roadway, reduce lanes and transit bike pedestrian lane (TC)	TMC0403	Y230	\$1,271,963.00
El Dorado	5398013	0318000029L	Lake Tahoe Blvd from Viking Way to South WYE. Class 1 Bike Trail (TC)	220-0000-0110	Z230 Z40E	\$35,219.00 \$111,688.00
Placer	5919136	0318000149L	SR 28 /SR 267 intersection; PM 9.1/9.4 Construct Roundabout	PL001	Y230	\$648,000.00
Washoe	PR462-22-063	NDOT	SR28 North Parking Lot Sidewalk and Water Quality Improvements	TTD22	Z230 Z905	\$1,176,206.00 \$250,976.00
Washoe	PR463-22-063	NDOT	SR28 Central Corridor Chimney Beach to Secret Harbor Parking, Transit Trail and Safety Improvements	TTD21	Z230 Z905	\$2,163,269.00 \$191,481.00
Douglas	PR496-21-063	NDOT	Capital Assistance /Maintenance and Administration Facility Specific Plan and Feasibility Study	TTD18	Z230	\$678,300.00

Table 2: Federal Transit Administration Obligations for FFY2022

<b>County</b>	<b>Grant #</b>	<b>Funding Agency</b>	<b>Project Description</b>	<b>MPO ID</b>	<b>Fund Source</b>	<b>Obligation Amount</b>
Placer	64BO21-01729	FTA/Caltrans	Operating Assistance	TRANS02	5311	\$463,081.00
El Dorado	NV-2022-008-00	FTA/Caltrans	Combined Operating for Fixed Routes and On Call incl Preventive Maintenance - Urban	TRANS02	5307	\$1,063,937.00
El Dorado	NV2022-012-00	FTA/Caltrans	Combined Operating for Fixed Routes and On Call incl Preventive Maintenance - Urban	TRANS02	5307	\$1,793,507.00
El Dorado	NV2022-013-00	FTA/Caltrans	Cutaway Bus Purchases and with Maintenance & Facility Improvements	TMC0406	5339	\$407,156.00
Various	PR435-21-802	FTA/NDOT	Capital Assistance/Bus Purchase	TMC0406	5339(c)	\$1,020,000.00
Various	PR434-21-802	FTA/NDOT	Capital Assistance/Bus Purchases	TNC0406	5339(c)	\$850,000.00
Various	PR400-21-802	FTA/NDOT	Combined Operating and Preventive Maintenance for Fixed Routes and On Call incl Preventive Maintenance - Rural	TRANS02	5311	\$3,624,632.00