

TAHOE REGIONAL PLANNING AGENCY
TRANSPORTATION COMMITTEE

TRPA
Zoom

April 24, 2024

Meeting Minutes

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Hill called the meeting to order at 9:17 a.m. on April 24, 2024.

Members present: Ms. Bowman, Mr. Bass, Ms. Hays, Ms. Hill, and Mr. Hoenigman.

Members absent: None.

I. APPROVAL OF AGENDA

Ms. Regan stated there were no changes to the agenda.

Chair Hill deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Mr. Bass made a motion to approve the February 28, 2024 Transportation Committee meeting minutes as presented.

Motion carried by voice vote.

III. [PRESENTATION AND DISCUSSION OF TRANSPORTATION COMMITTEE DRAFT 2024/2025 WORK PLAN TO INCLUDE THE 2050 REGIONAL TRANSPORTATION PLAN UPDATE, RTP FUNDING FRAMEWORK, AND VMT THRESHOLD/FUNDING MILESTONES](#)

TRPA Executive Director Julie Regan began her comments by acknowledging the meeting's participants and indicating that Michelle Glickert would present the work plan. She provided a context for the discussion, referring to recent board discussions about the vehicle miles traveled (VMT) policy and its integration into the regional transportation plan. She mentioned John Hester, who typically leads this committee but was on vacation.

Ms. Regan emphasized the importance of understanding the big picture, likening the compact to a constitution that directs achieving environmental standards, including the new VMT standard. She explained that as part of the regional plan, which encompasses various elements such as land use and forest health, the transportation element is crucial. The transportation plan aims to achieve the region's environmental goals and is financially significant, with an estimated cost of about \$2.5 billion. This cost affects policies for ongoing funding and is essential for reducing VMT, greenhouse gases, and supporting environmental and quality of life goals in Lake Tahoe. With this context, she handed over to Michelle Glickert to delve into the detailed work plan.

Michelle Glickert, Transportation Planning Program Manager, presented the proposed work plan, focusing on two main areas: updating the 2025 Regional Transportation Plan (RTP) and the

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Sustainable Community Strategy. She highlighted the linkage between the RTP update and the financial element, emphasizing the need to review and update regional funding policies together.

She discussed the balance between immediate and long-term needs, aiming to avoid inefficiencies in separate short-term solutions. The plan includes technical work, beginning with forecasts and travel demand models. These models use socioeconomic data and land use trends to predict future transportation needs and are updated to reflect current data and conditions.

Engagement is a key component, with extensive outreach efforts planned to gather input from stakeholders and the public. Policy updates will refine the RTP goals and consider recent planning work, including safety and equity plans. The financial element will detail funding assumptions for the plan's 25-year duration, coordinated with various partners.

The RTP development involves identifying and coordinating transportation projects, maintaining transparency through an updated project list. Environmental reviews, including greenhouse gas and trip reduction analyses, are also essential parts of the process.

The committee schedule outlines major milestones, with a focus on ensuring the work plan approach is on the right track and ready for finalization in upcoming meetings. The goal is to authorize staff to work with the committee and stakeholders to accelerate policy work as planned.

Committee Member Comments

Cody Bass expressed appreciation for the work being done and the process. He inquired about how data, particularly big data, is used to update information such as vacancies. He highlighted significant changes on the South Shore, specifically referencing the reduction in jobs at the state line from 11,000 to 3,000, and asked how these changes are captured in the planning process.

Dan Segan, TRPA Chief Science and Policy Advisor, responded by explaining that all data in the Regional Transportation Plan (RTP) is regularly updated using various sources. For hotel and motel occupancy, as well as vacation home rentals (VHRs), tax records and Transient Occupancy Tax (TOT) reports from jurisdictions are used. Employment data is primarily sourced from government records, while census data helps track population changes and the distinction between primary and secondary residences. Visitation records from state parks and campgrounds are also utilized. Big data is particularly valuable for estimating visitation levels at locations without comprehensive counts, such as beaches with multiple access points like Pope or Baldwin beaches.

Mr. Bass asked about the Fair Box recovery revenue figures, noting that the Tahoe Transportation District (TTD) showed a recovery revenue of 1.8 million and another figure for later years, while Placer County showed zero. He was curious about why TTD had Fair Box revenue listed and the other agencies did not.

Nick Haven, TRPA Metropolitan Planning Organization Director, explained that the Fair Box revenue shown for the Tahoe Transportation District (TTD) in the RTP was from fare collection on the Carson Valley routes, where fares were being collected at that time and possibly still are. This accounted for the Fair Box revenue being recorded for TTD.

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Vince Hoenigman expressed concern about California's significant budget issues and the likelihood of reduced funding. He asked if alternative funding sources would be explored, referencing a previously proposed basin entry fee that didn't come to fruition. Hoenigman suggested finding more locally controlled funding options, in addition to state and federal funding and fare collections, to enable faster and more extensive work. He inquired if this would be a focus at this time.

Nick Haven responded that over the next six months, there will be an in-depth financial conversation. He mentioned that staff is prepared to discuss both existing financial assumptions and potential new funding sources. This discussion will include exploring regional sources and sustainable local funding. The goal is to develop a game plan that can be documented in the RTP, with these financial aspects being a significant focus in the coming months.

Julie Regan, TRPA Director, responded to Member Hoenigman's question by mentioning that they have accelerated the financial element, originally planned over 6 to 8 months, now to be brought back in the fall. This acceleration is due to its close connection with the VMT policy. She emphasized the importance of bringing certainty around dates. The conversation will encompass various strategies, including parking management, and will involve considerations such as construction costs and forecasts. In conclusion, Ms. Regan affirmed that they are actively addressing the issue of funding.

Public Comment

None.

Committee Member Comments

IV. [DISCUSSION AND POSSIBLE RECOMMENDATION FOR APPROVAL OF THE DRAFT FISCAL YEAR 2024/25 TAHOE METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION PLANNING OVERALL WORK PROGRAM \(OWP\)](#)

Michelle Glickert, Transportation Planning Program Manager, presented the Transportation Planning Overall Work Program ("OWP") on behalf of TRPA. The OWP is a yearly program of work that outlines transportation planning priorities for the fiscal year, serving as a budget and guide for expenditures of federal and state transportation planning funds. It encompasses various elements, including outreach and administration, transportation development act, public outreach, regional and model planning, tracking and financial management, performance-based planning, and sustainable communities planning. The presentation detailed the budget breakdown, funding sources, and work activities for each element, emphasizing the importance of collaboration with federal, state, and local agencies. The final draft received unanimous recommendation for approval from the Tall Transportation District, leading to the request for approval from the TMPO board.

Committee Member Comments

Chair Hill expressed gratitude for the presentation and highlighted the collaboration between TRPA and the Washoe RTC on their respective Regional Transportation Plans (RTPs). Noting the

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stakeholders involved in Washoe RTC's RTP, such as Reno and Sparks, Chair Hill emphasized the importance of including Tahoe stakeholders in the process as well. This collaboration is seen as crucial for encouraging sustainable transportation choices and reducing reliance on cars within the region.

Chair Hill inquired about the usage of Intelligent Transportation Systems (ITS) in the transportation planning process. She mentioned that she believed TRPA did not use the ITS moniker and asked for clarification on what technology TRPA actually utilized in their planning efforts.

Ms. Glickert responded by expressing her preference to integrate the Intelligent Transportation System (ITS) plan into a broader system management operation. She highlighted the various technology needs, such as ensuring smartphone functionality in remote areas and managing parking. Ms. Glickert emphasized that the transportation system management operation plan would encompass these technology needs along with parking management components. She acknowledged that she was still refining the plan's framework. Additionally, she mentioned the potential benefits of artificial intelligence (AI) in predicting travel patterns, coordinating traffic lights, and reducing environmental impact. Overall, the goal is to create a comprehensive and coordinated operating plan that incorporates various elements.

Mr. Bass expressed gratitude for the extensive information provided and raised a question regarding the inclusion of projects, particularly the gondola system on the South Shore, in the Regional Transportation Plan (RTP). He noted that the utilization of a light rail mass transit system is mentioned in the compact, indicating it as part of the plan's language. Mr. Bass inquired about the best approach for incorporating such projects into the plan, suggesting that TRPA should take on this task given the plan's language.

Mr. Haven responded by sharing insights from past examinations of fixed guideway systems in the South Shore, including monorail and bus rapid transit. These assessments concluded that the area lacked the capacity to justify such systems, though bus rapid transit came close. However, he acknowledged that technologies like gondolas might align better with the area's needs, citing a proposal for gondola transportation in the North Shore by Jeff Sparks. Mr. Haven suggested that further feasibility studies would be necessary to determine whether gondolas or similar technologies could be viable for the South Shore. He emphasized that any project included in the Regional Transportation Plan (RTP) would require a detailed description, feasibility assessment, and cost estimate to qualify.

Mr. Bass expressed enthusiasm for the potential of gondola transportation in the South Shore, contrasting it with the infeasibility of light rail in the area. He highlighted the success of similar systems in urban areas, citing Doppelmayr as a key manufacturer. Mr. Bass suggested consulting with Doppelmayr for feasibility studies and emphasized the environmental benefits of gondola systems. He mentioned the excitement of previous Caltrans directors about the project and expressed a desire to incorporate it into the Regional Transportation Plan (RTP).

Public Comment

Steve Teshara expressed gratitude for the opportunity to partner with TRPA on behalf of the South Shore Transportation Management Association and the Truckee North Tahoe Transportation Management Association. He thanked the staff for their continued cooperation, highlighting their cooperative funding agreements mentioned in work element 103. Mr. Teshara

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affirmed overall support for recommending the approval of the OWP as presented by the staff.

Ann Nichols from the North Preservation Alliance expressed concerns about the generalizations in the presentation, seeking clarity on terms like "stewardship" and its financial implications. She questioned if the stewardship support mentioned was only conceptual or if it involved financial commitments, highlighting the absence of a formal setup for stewardship in Lake Tahoe. Ms. Nichols also suggested that modeling efforts should include considerations for evacuation during emergencies like fires and snow conditions. She appreciated the acknowledgment of danger in Crystal Bay on Highway 28 but noted a lack of consideration for pedestrian safety stress levels. Ms. Nichols concluded by highlighting the importance of addressing these omissions.

Mr. Bass made a motion to recommend Board adoption of TMPO Resolution 2024 - __ (Attachment A) to approve the FY 2025 OWP (Exhibit 1, thereto).

Ayes: Ms. Bowman, Mr. Bass, Ms. Hill, and Mr. Hoenigman.

Nays: None.

Motion carried.

V. [DISCUSSION AND POSSIBLE RECOMMENDATION FOR APPROVAL OF THE TAHOE METROPOLITAN PLANNING ORGANIZATION PUBLIC PARTICIPATION PLAN](#)

Kira Richardson, Senior Transportation Planner, presented the Public Participation Plan on behalf of TRPA, seeking the committee's recommendation for approval by the TRPA Governing Board. The plan is mandated for metropolitan planning organizations like TRPA and aims to outline the public engagement process and outreach strategies for the Regional Transportation Plan (RTP) update. Richardson highlighted the plan's organization around five guiding principles and emphasized the importance of transparency and quality engagement. New engagement policies, endorsed by the TRPA governing board, aim to improve outreach to underserved populations and strengthen community relationships. The presentation included an assessment of outreach activities from 2020 to 2023, with a focus on tracking metrics and setting targets for engagement. Two new metrics were added, tracking outreach to transportation-disadvantaged populations and the distribution of engagement activities. The RTP update schedule was outlined, with plans for extensive public engagement. The draft plan underwent a public comment period and was recommended for adoption by the Tahoe Transportation Commission. Ms. Richardson welcomed questions from the committee.

Chair Hill commended the presentation on the Public Participation Plan, describing it as thoughtful and well-done. She expressed a belief that the plan could serve as a model for other transportation organizations, particularly in achieving the 30% outreach goal to underserved populations. Chair Hill expressed anticipation for seeing how well they would perform in meeting these objectives.

Committee Questions/Comments

None.

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Public Comment

None.

Mr. Hoenigman made motion a to recommend Board adoption of TMPO Resolution 2024 - __ (Attachment A) to approve the FY 2025 OWP (Exhibit 1, thereto).

Ayes: Ms. Bowman, Mr. Bass, Ms. Hill, and Mr. Hoenigman.

Nays: None.

Motion carried.

VI. COMMITTEE MEMBER COMMENTS

None.

VII. PUBLIC INTEREST COMMENTS

None.

Director Regan commended the transportation team for their excellent presentations and thanked them for their work. She highlighted the importance of transportation in the community, especially as an environmental issue affecting environmental threshold standards. Director Regan emphasized the connection between transportation and land use, noting the relevance to the regional planning committee's discussions on VMT issues. She mentioned the approach of breaking down policies into manageable parts for thorough vetting by the committee, ensuring that disagreements and differing perspectives are addressed effectively. Director Regan expressed confidence that this approach would lead to a well-considered update of the regional transportation plan. She praised the team's excellence and thoughtfulness in bringing these matters to the committee's attention for review.

IX. ADJOURNMENT

Mr. Bass moved to adjourn.

Meeting adjourned at 10:19 a.m.

Respectfully Submitted,



Katherine Huston
Paralegal

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The above meeting was recorded in its entirety. Anyone wishing to listen to the recording may find it at <https://www.trpa.gov/meeting-materials/>. In addition, written documents submitted at the meeting are available for review. If you require assistance locating this information, please contact the TRPA at (775) 588-4547 or virtualmeetinghelp@trpa.gov.