TAHOE REGIONAL PLANNING AGENCY

TRANSPORTATION COMMITTEE MEETING MINUTES

April 22, 2026

TRPA/ZOOM

1. CALL TO ORDER AND DETERMINATION OF QUORUM

   Chair Hill called the meeting to order at 8:30 a.m. on April 22, 2026.

   Members present: Ms. Bennet (for Mr. Aguilar), Ms. Hill, Mr. Bass, and Mr. Hoenigman.

   Members absent: Ms. Hays.

2. PUBLIC COMMENT PERIOD FOR ITEMS ON THE AGENDA

   Mr. Steve Teshara, speaking on behalf of the Truckee North Tahoe Transportation Management Association and the South Shore Transportation Management Association, provided comments on Agenda Item 5.A, the FY 2026/27 Lake Tahoe Transportation Planning Overall Work Program (OWP). He specifically addressed Work Element 103, Public Outreach and Coordination, and Task 4, the Transportation Management Coordination Task, which the two TMAs help TRPA staff implement annually through TRPA-TMA cooperative agreements. Mr. Teshara expressed appreciation for the ongoing collaboration and urged the committee to forward the OWP to the Governing Board with a recommendation to approve.

3. APPROVAL OF AGENDA

   TRPA Transportation Planning Director Michelle Glickert stated there were no changes to the agenda. Chairwoman Hill deemed the meeting agenda approved as posted.

4. APPROVAL OF MINUTES

   Committee member Bennett made a motion to approve the February 25, 2026 Transportation Committee meeting minutes as presented.

   Motion carried by voice vote.

5. AGENDA ITEMS

   5.A. – DISCUSSION AND POSSIBLE RECOMMENDATION FOR APPROVAL OF THE FINAL DRAFT FY 2026/27 LAKE TAHOE TRANSPORTATION PLANNING OVERALL WORK PROGRAM (OWP)

   Ms. Michelle Glickert, TRPA Transportation Planning Director, presented the Final Draft FY 2026/27 Lake Tahoe Transportation Planning Overall Work Program (OWP).

   Ms. Glickert explained that as the designated Metropolitan Planning Organization (MPO) for the region, TRPA is required to prepare this annual program of work. The OWP identifies planning

DRAFT

priorities, describes transportation planning activities, and serves as the budget and direction for all federal and state transportation planning fund expenditures. It also serves as a management tool for the planning team to track accomplishments and identify priorities for the coming year. Input is gathered through the Tahoe Transportation Commission (TTD), which provides a connection back to this committee. Funding is primarily from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), awarded to TRPA in its role as the designated MPO.

The total FY 2026/27 OWP budget is $2.9 million, covering both staff time and direct costs. Federal sources make up approximately 65% of the budget. The OWP funds approximately nine full-time equivalent positions at TRPA, six of which are dedicated to transportation planning and the others drawn from Government Affairs, Science and Data, and Communications. Direct costs account for the remaining 45% of the budget.

Ms. Glickert summarized the major program areas. Public outreach and administration covers outreach to the public, which varies by year depending on active plans and projects, as well as program administration including the OWP itself and Transit Development Act fund management. Regional and intermodal planning encompasses Regional Transportation Plan (RTP) development and implementation, the transit plan, the Transportation Systems Management and Operations Plan (TSMO), the Transportation Resilience Improvement Plan, safe routes to school, and annual bike month. Corridor management plan work includes both leading and participating on steering committees and implementing corridor plans. Data management and GIS provide support for accurate data and tracking. Financial management covers MPO-mandated responsibilities including the federal and state transportation improvement programs (FTIP/STIP), which come before the committee for recommendation and action on amendments. Regional partnerships include performance-based planning, VMT threshold monitoring, and preparation of the biannual performance measures report on the Regional Transportation Plan.

Priorities for the coming year include topics the committee has already heard about—funding and transit—as well as the TSMO plan and Transportation Resilience Improvement Plan, which are presented under Agenda Item 5.B. Ms. Glickert also highlighted a visitor and resident travel survey planned for summer and fall 2026, which will provide updated data to inform future project decisions, transit operations, and programs.

The public draft was released on March 2nd and a public hearing was held at the Tahoe Transportation Commission. Comments were received primarily from TRPA's state funding partners, Caltrans and MnDOT, and the agency worked closely with both to ensure the OWP includes all required elements. The final draft before the committee includes small adjustments to toll credits, additional references to statewide plans to demonstrate alignment from the local MPO level through to the state, and inclusion of several partner agency projects in which TRPA participates as a stakeholder, including the City of South Lake Tahoe's Stateline Complete Streets Project, the South Shore Mobility Study, and the Tahoe Conservancy's Upper Truckee Marsh project. The Tahoe Transportation Commission has already recommended approval of the OWP.

DRAFT

Committee Member Comments

None.

Mr. Bass moved to adopt the attached resolution approving the Final Draft FY 2026/27 TMPO Overall Work Program as shown in Attachment A.

Ayes: Ms. Bennett, Mr. Bass, Mr. Hoenigman, and Ms. Hill.
Nays: None.
Motion carried.

5.B. – INITIAL BRIEFING OF THE TRANSPORTATION RESILIENCE IMPROVEMENT PLAN AND THE TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS PLAN

Ms. Glickert introduced two coordinated planning documents being developed in parallel and managed jointly to improve efficiency, eliminate confusion given areas of overlap, and ensure consistent communication to the public and partners. The shared consultant team includes a liaison between the two projects. One-page summaries for each plan were included in the packet.

Transportation Systems Management and Operations Plan

Ms. Rachael Shaw, Associate Transportation Planner, TRPA, presented an overview of the Tahoe Basin Transportation Systems Management and Operations (TSMO) Plan. The consultant team includes Parametrix, which worked on TTD's SMART grant using cameras around the basin to collect real-time roadway data; Citizen Engineers, specialists in TSMO plans with experience at Idaho DOT, Washington DOT, and other state DOTs; and MJT, which is working on both the TSMO Plan and the Resilience Improvement Plan to provide coordination across the two projects.

In plain language, the TSMO Plan focuses on improving how the Tahoe Basin's transportation system operates through proactive management and operations, with an emphasis on optimizing the existing system rather than expanding it—consistent with TRPA's mandates and environmental constraints. It addresses both day-to-day operations and response to disruptions or unplanned events, and targets improvements to safety, reliability, efficiency, and coordination across jurisdictions and modes. Drivers include the basin's recurring congestion and fluctuations in travel time from weather incidents, events, and peak visitation. The plan will support TRPA's existing goals under the Regional Transportation Plan, adopted in 2025, including safety, mobility, resiliency, environmental protection, accessibility, and economic vitality.

Areas the plan may address include signal operations and traffic management, traveler information systems such as changeable message signs, incident and emergency response coordination, work zone and event management, and the use of data and technology to support real-time decision making. The plan updates the agency's 2015 Intelligent Transportation Systems (ITS) Strategy with a broader, more holistic approach drawing on a TSMO framework used by MnDOT and other MPOs—technology is one tool under this umbrella, alongside processes, partnerships, and staff capacity building.

Ms. Shaw described the project schedule. The plan is just kicking off with consultants recently

DRAFT

under contract. Initial work includes stakeholder interviews with local jurisdictions, MnDOT, Caltrans, and transit operators; establishment of baseline existing conditions; and an infrastructure inventory. The next phase is a Capability Maturity Model (CMM) workshop—a needs assessment framework developed by FHWA that applies a business lens to identify gaps and improvement areas in transportation operations. This will be followed by framework development and a draft implementation plan identifying actionable corridor-level projects and strategies, including feasibility assessments of priority projects. All interim products will be structured as standalone documents to allow modular review and targeted future updates. The committee will be engaged at key touchpoints, with final plan adoption anticipated in June 2027.

Transportation Resilience Improvement Plan

Ms. Glickert presented an overview of the Transportation Resilience Improvement Plan (TRIP), funded by a PROTECT (Promoting Resilient Operations for Transformative, Effective and Cost-Saving Transportation) grant awarded to TRPA in July 2024 through FHWA under the Bipartisan Infrastructure Law. The grant focuses on ensuring the transportation system's resilience to natural hazards, including wildfires, sea level rise, flooding, extreme weather events, and natural disasters. ICF, national experts in resiliency planning, has been retained as the consultant. Ms. Rebecca Cremeen, Senior Planner, is the project lead and was available online to answer questions.

The first phase of work is an emergency response review, involving interviews and data collection with key stakeholders including fire districts, sheriff's offices, transit providers, large employers affected during emergency events (such as hospitals and casinos), offices of emergency services, the California Highway Patrol, Nevada Highway Patrol, MnDOT, Caltrans, and transit agencies. The team is also exploring non-traditional assets such as Vail Resorts' transportation shuttles as potential resources during emergencies. The second major phase involves data compilation, mapping, asset vulnerability assessment, and modeling of future natural hazard scenarios. The project will also develop a Transportation Communication Strategy to identify current systems and their shortcomings and improve inter-agency communications during events, with particular attention to the overlap with the TSMO Plan.

TRPA and basin partners have already completed substantial work on climate resilience, hazard mitigation, and emergency coordination, including the 2020 Tahoe Basin Vulnerability Assessment, adaptation planning, wildfire mitigation planning, evacuation modeling, and ecosystem restoration. The TRIP will begin with a structured literature review of these prior efforts to confirm known hazards and vulnerabilities, identify hotspots, and ensure alignment with PROTECT grant requirements. Two separate but overlapping steering committees will be formed—one for the resilience plan and one for the transportation communication strategy—with MJT facilitating outreach for both. The final plan and communication strategy are expected in early 2028.

Committee Member Comments

Mr. Hoenigman asked for better visibility into the status of evacuation corridor improvements across all relevant dimensions—fuels reduction, communications infrastructure, water systems, and other transportation assets. He noted that as a board member he lacks a clear picture of what projects are needed, what has been funded and completed, where gaps remain, and what additional funding is being sought. He suggested a status report or project dashboard consolidating this information would be valuable to the committee and the community.

DRAFT

Ms. Cremeen confirmed that the TRIP is designed to develop exactly that information through stakeholder interviews and community workshops, identifying areas at most risk for different disaster types and vetting priorities with communities.

Director Regan added that TRPA can also work with the Tahoe Fire and Fuels Team to map active fuels reduction projects around evacuation corridors, including utility resilience projects along Highways 28, 89, and 50, to show what work is underway to reduce hazardous fuels that would also benefit evacuation. She committed to incorporating that information as part of these planning projects.

Chair Hill asked whether the TRIP would account for future conditions, including land use changes from redevelopment projects around the lake. Ms. Cremeen confirmed the plan takes a long-term planning view, incorporating changing weather patterns and flagging larger projects or town center changes for future resilience consideration.

Mr. Bass noted he had no additional questions and looked forward to seeing the status information Mr. Hoenigman described.

Chair Hill asked whether the TSMO Plan is considering a centralized traffic control center similar to what the Washoe Regional Transportation Commission is developing in partnership with UNR, using AI technology to monitor and adjust traffic patterns. Ms. Shaw confirmed the team is reviewing what Washoe RTC and the Carson area are doing with systems management plans, and noted that a traffic control center is an example of the type of project that could emerge from the needs assessment.

Ms. Glickert confirmed that the planning work is intended to produce the consolidated project list, status information, funding status, and priorities that Mr. Hoenigman described, and noted that expanded changeable message signage in evacuation corridors, not just in town centers, is also an area the plans may address.

6. COMMITTEE MEMBER COMMENTS

   None.

7. PUBLIC INTEREST COMMENTS

   None.

DRAFT

8. ADJOURNMENT

Mr. Bass moved to adjourn.

Meeting adjourned at 9:08 a.m.

Respectfully Submitted,

Katherine Huston
Paralegal

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. The initial draft of these minutes was generated with the assistance of artificial intelligence tools using the official meeting recording and transcript. The draft was reviewed and edited by TRPA staff for accuracy and completeness prior to approval.

DRAFT