

TAHOE REGIONAL PLANNING AGENCY  
TRANSPORTATION COMMITTEE

TRPA  
Zoom

August 28, 2024

**Meeting Minutes**

CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Hill called the meeting to order at 10:02 a.m. on August 28, 2024.

Members present: Mr. Aguilar, Ms. Hill, and Mr. Hoenigman.

Members absent: Mr. Bass and Ms. Hays,

I. APPROVAL OF AGENDA

TRPA Executive Director Julie Regan stated there were no changes to the agenda.

Chair Hill deemed the agenda approved as posted.

II. APPROVAL OF MINUTES

Mr. Aguilar made a motion to approve the June 26, 2024 Transportation Committee meeting minutes as presented.

**Motion carried** by voice vote.

III. [DISCUSSION AND POSSIBLE DIRECTION ON CONNECTIONS 2050: REGIONAL TRANSPORTATION PLAN GOALS AND POLICIES AND RELATED REGIONAL PLAN TRANSPORTATION CODE SECTIONS](#)

Michelle Glickert, TRPA Transportation Planning Program Manager, provided an update on the committee's work plan, focusing on two main tracks: delivering the next regional transportation plan (Connections) and updating the transportation funding policies from 2021. She outlined a timeline for tasks over the next year, with draft components set for review and public feedback in the coming months. Public outreach will engage community groups, nonprofits, and social service organizations, leading to a final draft by spring and adoption in early summer.

Presentations on goals, policies, and funding elements were mentioned, revisiting previous discussions on transportation funding for fiscal year 2023. The funding policy update has an accelerated timeline, with drafts due in early winter and finalization by early spring. The committee will act as the steering body, with drafts presented to other committees for approval.

Kira Richardson, Senior Transportation Planner, presented an overview of the updated goals and policies for the Connections 2050 Regional Transportation Plan (RTP) and Sustainable Community Strategy. The updated goals focus on six key areas: safety, mobility, environment, prosperity, resilience, and performance. Each goal is supported by specific policies, such as

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improving roadway safety, enhancing transit connectivity, promoting environmental conservation, fostering economic vitality, ensuring transportation system resilience, and leveraging technology for efficient transportation management.

She highlighted that the goals and policies were refined based on public and stakeholder feedback, and while not significantly different from the previous plan, they aim to improve clarity and reduce redundancy. Ms. Richardson emphasized the importance of public and committee input on these goals before final adoption in a year's time. The committee's input will shape the policy updates, and drafts are available online for further review. Additionally, she mentioned potential updates to the TRPA Code of Ordinances to align with the RTP.

Lastly, Ms. Richardson provided an update on public outreach efforts, including a participatory budgeting survey where respondents can allocate theoretical funding to transportation projects, with the survey results helping to prioritize projects for the final RTP draft, expected in Spring 2025.

### Committee Member Comments

Board Member Hoenigman expressed concern regarding the long-term funding for transportation, which had been a topic of discussion in the past but was sidestepped. He referenced a letter from the California Attorney General's office that revived this issue, particularly in the context of securing sustainable funding. Hoenigman recalled that, during previous discussions, the board had agreed not to halt progress despite not having secured all the necessary funding, with the understanding that a long-term funding solution would eventually be addressed.

He inquired about how the current work plan is handling this issue, particularly with various sections focused on funding, and whether there will be proposals for a sustainable long-term solution (referred to as the "fourth leg" of the funding model). He acknowledged that this effort would likely involve collaboration with other departments, states, and federal entities and that implementation would take several years. He wanted reassurance that the long-term funding issue is being actively addressed and sought an update on the progress.

Nick Haven, TRPA MPO Director, acknowledged the importance of securing sustainable, ongoing funding for transportation in the region. He explained that while the Regional Transportation Plan (RTP) will conduct a high-level evaluation and recognize various funding mechanisms being explored at the state level, such as roadway pricing, it is not the place where final decisions on specific funding strategies will be made. However, Haven noted that these discussions can run parallel to the RTP process. He emphasized that while TRPA has limitations regarding taxing authority, it remains committed to advocating for new funding opportunities to advance the region's transportation goals. He indicated that more details would be provided in his upcoming presentation, where further discussion on emerging funding opportunities could take place.

Secretary Aguilar inquired about the impact of recent funding secured by Senator Rosen for State Route 28. Specifically, he asked whether this new funding would prioritize State Route 28 higher in terms of transportation planning and what the overall plan is for the route moving forward.

Nick Haven explained that the State Route 28 project, which recently received funding through a grant, was already considered a priority with some funding allocated to it. The new funding

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helps ensure the project can be completed by supporting its final stages of construction, positioning it well for successful delivery.

Secretary Aguilar followed up by asking whether the new funding for State Route 28 would lead to additional safety projects being prioritized in the surrounding areas as a result of this funding.

Nick Haven explained that the new funding for State Route 28 has led to additional safety enhancements as part of Nevada's 3R project, which focuses on renovating the roadway. These safety improvements will be incorporated into the project, along with the advancement of new parking lots in the corridor. These parking lots are designed to shift parking from on-road locations to adjacent off-road areas, further enhancing safety.

Finally, Secretary Aguilar asked about enforcement.

Nick Haven stated that enforcement is being addressed as part of the operating agreements and ongoing negotiations led by the Tahoe Transportation District (TTD) with key stakeholders in the corridor. He confirmed that this aspect is currently being worked out.

Chairwoman Hill expressed support for the policies but raised a few concerns. She suggested stronger language than "collaborate" in mobility goal 3, as efficient transportation connections are crucial for reducing vehicle miles traveled. Regarding mobility goal 3.2, she noted that Washoe County may charge for micro-transit and wanted to ensure policies don't restrict counties with different funding models. She also brought up safety concerns about e-bikes on pathways, referencing past user conflicts on bike trails and suggesting that more attention should be given to supporting all users on shared pathways. Hill highlighted the need for better infrastructure, such as dedicated bike lanes, while acknowledging space constraints in the Tahoe area. Lastly, she praised the focus on driveways, which she identified as a significant issue on Highway 28 and a priority in the Washoe plan.

Michelle Glickert thanked Chairwoman Hill for her feedback and assured her that the team would review the policies to strengthen them where necessary. She specifically addressed the concern about e-bikes and other fast-moving transportation modes, explaining that the active transportation plan is focused on moving these higher-speed devices, such as scooters and one-wheels, onto roadways in safe areas to reduce conflicts on trails. Ms. Glickert confirmed that they would revisit the policies to ensure these concerns are adequately addressed.

### Public Comment

None.

## IV. [INFORMATIONAL BRIEFING ON TRANSPORTATION FUNDING](#)

Nick Haven, TRPA MPO Director, presented on transportation funding, focusing on the financial planning aspects of the Regional Transportation Plan (RTP). He highlighted TRPA's pivotal role in coordinating transportation funding across federal, state, and local partners. The RTP requires financial forecasts projecting funding for the next 25 years, and the plan must demonstrate fiscal constraint by ensuring that proposed projects fit within the reasonably foreseeable funding.

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Mr. Haven discussed the various sources of transportation funding, including regional, state, and federal grants, with TRPA administering and tracking these funds. He emphasized the importance of discretionary funding programs, for which TRPA provides technical support to secure additional funding for Tahoe. He also noted that while TRPA does not have taxing authority, it remains involved in advancing funding initiatives.

Mr. Haven explained that transportation in the region relies on a shared funding approach, with local governments increasingly generating new revenue through mechanisms like business improvement districts and taxes. He also noted the success of Tahoe in obtaining federal discretionary grants. As for the RTP, he mentioned that it includes a chapter on funding, outlining projections and potential new funding sources.

Mr. Haven detailed that the total projected revenue for the RTP is currently about \$2.35 billion, incorporating discretionary funds based on past success. He emphasized that ongoing discussions about new funding opportunities, such as state-level roadway pricing and tolling initiatives, will run in parallel with the RTP process.

Finally, Mr. Haven outlined the timeline for reviewing the financial elements of the RTP, noting that local governments and technical staff would review draft elements in September, followed by public outreach and a committee meeting in October to discuss project priorities and funding strategies.

### Committee Member Comments

Mr. Hoenigman expressed his desire for TRPA to take a more proactive and forceful leadership role in securing long-term transportation funding. He emphasized the importance of moving beyond just collaborating with others and instead leading the effort to establish a sustainable funding mechanism. Drawing on an example from his experience with the National Parks Conservation Association, where his board successfully stopped a harmful project by setting a clear goal and mobilizing resources, he urged TRPA to determine what it would take to achieve similar success in transportation funding. He encouraged TRPA to convene the necessary parties and lead a campaign to secure greater, more guaranteed funding for critical projects, believing it is essential for the health of the Tahoe basin, its community, and its environment. Hoenigman stressed the need for urgency and ambition in addressing the region's transportation funding challenges.

Chairwoman Hill agreed with the need for leadership in securing transportation funding but emphasized that TRPA has already been actively leading many funding efforts, particularly on the Nevada legislative side. She expressed admiration for TRPA's team, highlighting their work with lobbyists and involvement in various meetings and presentations, including advocating for micro-transit at the RCVA board. Ms. Hill acknowledged TRPA's leadership in areas where funding is available, both at the state and county levels, and praised the team for their remarkable efforts, noting that they are doing more than ever before.

Mr. Hoenigman clarified that his previous comments were not intended to be negative, but rather to express his desire to secure more funding so TRPA can accomplish more. He emphasized that he sees transportation as a critical issue and believes the board should be willing to invest money to generate long-term funding mechanisms for larger projects. He suggested potentially funding a campaign that could include marketing, lobbying, and staff efforts to engage agencies like Caltrans and NDOT. Hoenigman proposed developing a budget

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for this effort, estimating it could take a couple of years to implement, but the potential return in funding could benefit the region over decades. He also mentioned the idea of creating a parking pass for the Tahoe Basin, which would require coordination with multiple agencies but could generate significant revenue for future projects. He stressed the importance of being aggressive in securing funding to support projects that are currently not on the priority list.

Chairwoman Hill invited input from Secretary Aguilar and Ms. Hayes, ensuring they were included in the conversation. She then asked whether additional resources were needed for the ongoing efforts, particularly on the Nevada side. Ms. Hill inquired if the team required more support in terms of staffing or marketing to advance some of these transportation funding initiatives.

Executive Director Julie Regan provided context on TRPA's ongoing transportation funding efforts, explaining that this has been a priority since two RTP cycles ago. She emphasized that the board, under Clem Shute's leadership, recognized the challenge of translating aspirational plans into action. Over the past seven years, TRPA has made steady progress, particularly through collaboration between California and Nevada's natural resources agencies.

Ms. Regan highlighted recent successes, such as securing a \$24 million RAISE grant and getting U.S. Secretary of Transportation Pete Buttigieg to visit Lake Tahoe, which has helped bring national attention to the region's needs. However, she acknowledged that while progress is being made, much more funding is still needed to complete essential projects, such as the Highway 28 corridor and the Emerald Bay section of Highway 89.

She also pointed out a new opportunity through a tolling authority in California, which could eventually generate additional revenue for the Tahoe region through phases on I-80 and Highway 50. Ms. Regan suggested that as the RTP process progresses, the committee can help focus on key transportation corridors and determine where more funding is needed. She assured the committee that by the time they vote on the plan next summer, they will have a clearer picture of the funding gaps and the steps needed to meet their goals.

Chairwoman Hill mentioned that there are developments on the Nevada side regarding toll roads, with new bills being introduced in Washoe County this session. She noted that these dynamics could provide opportunities for TRPA to engage and potentially benefit from. Ms. Hill praised the TRPA team for their efforts and emphasized that the team is actively involved and doing a great job.

Chairwoman Hill credited the "7-7-7" initiative for pushing everyone to step up in a bigger way, admitting that she was initially a skeptic but has since changed her view. She suggested that large houses do not help transportation issues and proposed the idea of implementing a mitigation fee on such homes, with the revenue going directly to transportation funding. She acknowledged this as a broader policy discussion, noting that other board members have expressed similar views, and saw it as a potential regional funding opportunity for future consideration.

## V. COMMITTEE MEMBER COMMENTS

None.

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VI. PUBLIC INTEREST COMMENTS

Gavin Feiger, Policy Director at the League to Save Lake Tahoe, emphasized the importance of maintaining pressure on addressing transportation system inadequacies and securing funding. He noted that vehicle miles traveled (VMT) policies have created a sense of urgency, and both the League and TRPA have intensified their lobbying and fundraising efforts to support transit. Feiger urged the committee to continue discussions on finding a regional revenue source or a collaborative funding approach, stressing the need for a solution with "teeth" to ensure sustained focus on transportation funding. He highlighted the risk of losing momentum as people move on and stressed that having a directive with clear consequences for not securing funding would keep the focus on addressing transit priorities in the region. Feiger concluded by encouraging the committee to keep up the conversation.

Helen Neff from Incline Village praised the presentations by Michelle and Kira on the 2050 plans, as well as a recent webinar she attended. However, she expressed concern that the data being used to inform the plan was based on 2018 figures, which she noted do not reflect the significant changes in transportation patterns in the basin since then. Ms. Neff urged the committee to ensure that more current data is used, even if it requires allocating additional funds, given the long-term impact of the plan and its focus on 2050.

IX. ADJOURNMENT

Secretary Aguilar moved to adjourn.

Meeting adjourned at 11:03 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](mailto:virtualmeetinghelp@trpa.gov).*