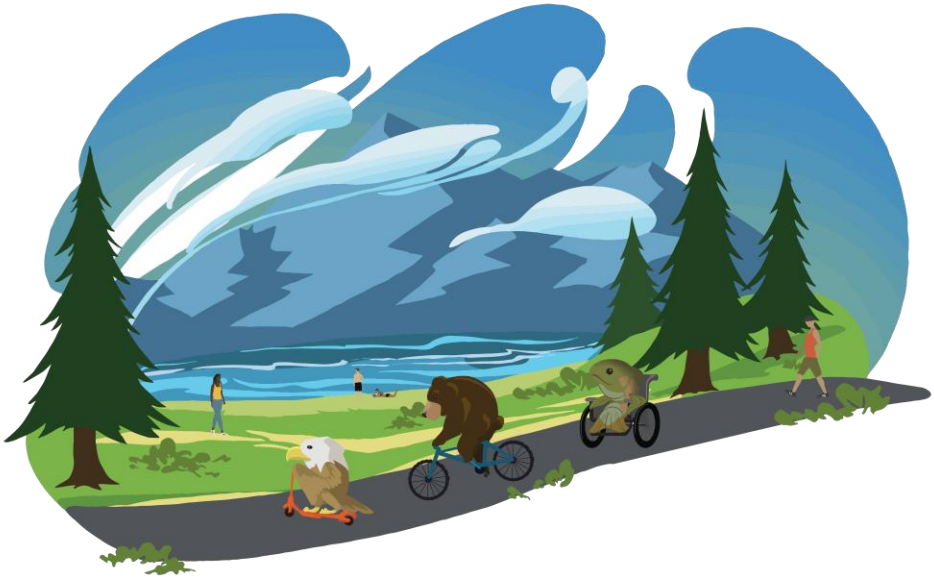
Transportation Strategic Priority

TRPA Transportation Committee Work Program

September 16, 2026

Schedule update



TAHOE REGIONAL PLANNING AGENCY

A Voice for Lake Tahoe

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Introduction

The TRPA Governing Board established the Transportation Committee to provide staff direction and make recommendations to the full Governing Board on matters related to transportation. At its annual retreat in May of 2026, the Governing Board reaffirmed Connecting Tahoe as a strategic priority. In July of 2026, the Board approved the TRPA Work Plan, including a set of transportation priorities that implement the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): *Connections 2050*. This work plan includes tasks that implement Connections 2050 and the Regional Plan, as well as tasks in the next RTP/SCS update cycle.

The TRPA priorities and other partners fit into the larger Tahoe Transportation Partnership efforts as illustrated and explained below.

Tahoe Transportation Partnership

While TRPA is the lead organization for transportation planning, a broader partnership is essential for funding, implementation, operations and maintenance, and related functions. The Tahoe Transportation Partnership includes numerous organizations and stakeholders:

- Private Projects and Investors – Privately-funded transportation improvements are completed along with redevelopment and development projects. Private investments like privately owned and operated bus and shuttle services play a key role in regional transportation.

- Non-Government Organizations – Organizations like Keep Tahoe Blue, Tahoe Bike Coalition, and the Tahoe Fund advocate and often provide seed and/or matching funds to leverage larger funding sources (e.g., federal and state grants).
- Federal Government – In addition to providing funding, federal agencies and programs (e.g., USFS Lake Tahoe Basin Management Unit, Federal Lands Access Program) also design and implement land and water transportation projects.
- State Governments – Both the California Department of Transportation (Caltrans) and the Nevada Department of Transportation (NDOT) regularly design and implement maintenance and upgrade projects.
- Regional Agencies – The Tahoe Transportation District, also created through the Bi-State Compact that created TRPA, designs and implements projects, and provides intra- and inter-regional transit services.
- Adjacent Regional Agencies – For example, the Regional Transportation Commission of Washoe County (RTC Washoe) provides funding to help with transit service and collaborates on projects (e.g., pilot shuttle from south Reno to Incline Village). A collaboration called the Trans-Sierra Transportation Coalition, including Placer County, Nevada County, Town of Truckee, the Sacramento Area Council of Governments, TRPA, the Tahoe Transportation District, Placer County Transportation Planning Authority, Nevada County Transportation Commission, RTC Washoe, Truckee/North Tahoe Transportation Management Association, Caltrans, and the Capital Corridor staff is involved in planning enhanced passenger rail service in the mega-region stretching from the Bay Area to Reno.
- Local Governments - The counties, public utility districts, and the City design and implement, maintain, and upgrade projects. The counties and the City fund and provide intra- and inter-regional transit services.

TRPA Connecting Tahoe Priorities

Following the adoption of *Connections 2050* the Transportation Committee met and endorsed the following work plan priorities:

- **Transportation Systems Management & Operations** Plan (TSMO, formerly known as the Intelligent Transportation System or ITS plan) will identify how the transportation system can be effectively managed through technology and to inform the next (i.e., 2029) RTP/SCS.

- Prepare the **Strengthening Transportation Resilience Plan** and **emergency transportation communications strategy** to be supported by the TSMO Plan, be useful for visitor transportation management (e.g., parking management, traffic control, etc.), and satisfy the requirements of the PROTECT[1] grant program funding agreement.

- Coordination with **Destination Management** and Destination Stewardship Council efforts, including reports to the Committee periodically on the status of implementation (e.g., State

[1] PROTECT is the acronym for Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation.

Route 89 and 28 projects and parking management).

- Regional parking collaboration, including supporting destination management efforts and the Tahoe Transportation District (TTD) in planning and implementing **Regional Parking Management,** including the introduction of newer technologies identified in the TSMO, like a parking reservation app for mobile devices.

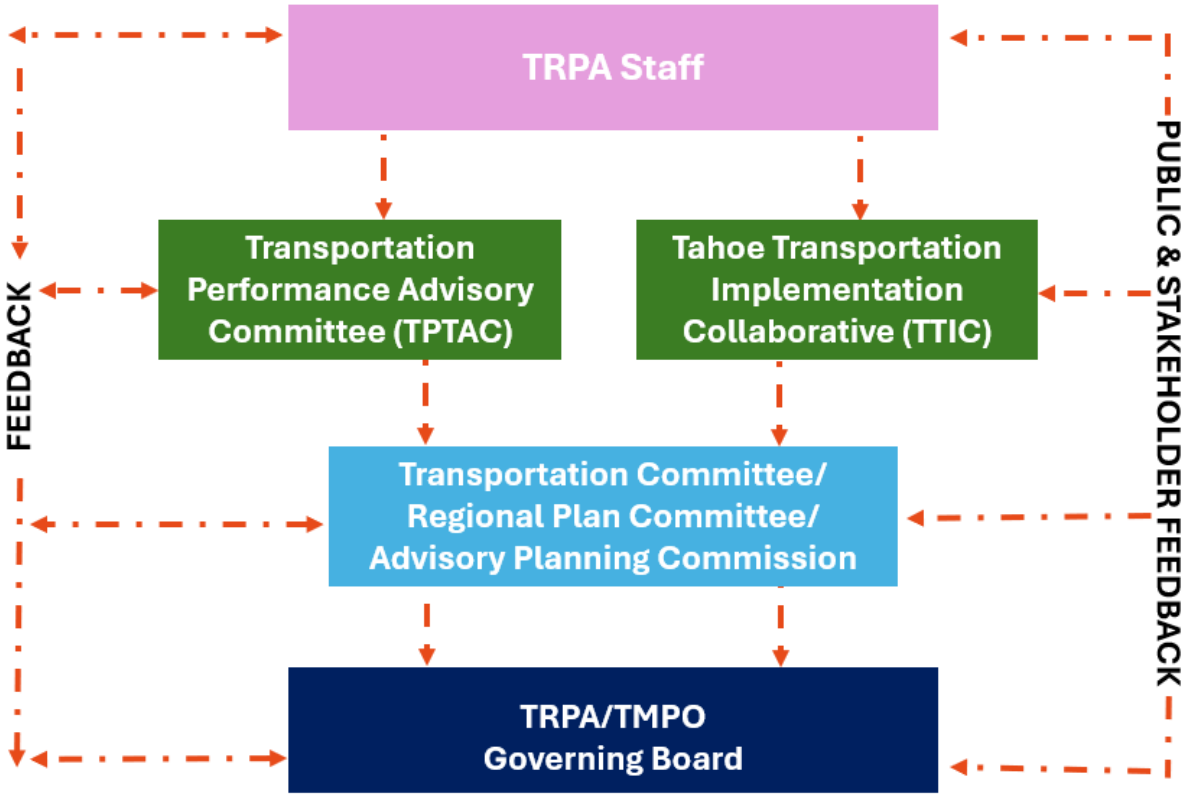
- Continue working with regional partners to evaluate funding, including **Transit Funding,** transit governance structures, and opportunities for optimization and improvement. Ongoing work will help to further regional/interregional transit services envisioned in Connections 2050.

- Complementary Connections 2050 implementation projects include:
    - Consider **new funding sources** like Parking Revenue from Regional Parking Management through a parking surcharge and/or advertising.
    - **Update the Mobility Mitigation Fee** (MMF), and the Project Impact Assessment (PIA) tool to be more straightforward and consistent.

The priority project accomplishments and draft schedule are included in the later section updated to reflect progress and the 2026/2027 TRPA Work Plan.

Although not specifically identified in this work plan, additional items will come before the Committee periodically (e.g., transportation improvement program updates, distribution of grant funds, updates on grant-funded projects, etc.). It is anticipated that the progress of the Committee will be presented as applicable during Committee reports to the entire Governing Board. This work plan will be reviewed periodically and updated.

Public and Stakeholder Engagement



Public and stakeholder engagement will be an ongoing element of the Committee's work. As shown in the process graphic above, this work plan will be implemented on behalf of the Governing Board (GB) through the leadership of the Transportation Committee and involve the Regional Planning Committee (RPC), Advisory Planning Commission (APC), the Transportation Performance Technical Advisory Committee (TPTAC), the Tahoe Transportation Implementation Collaborative (TTIC), the public, and other stakeholders. Where applicable, public meetings before the Advisory Planning Commission, Committees, and the GB will serve as additional venues for providing information on progress being made and soliciting feedback. Presentations will be made to other stakeholders, including transportation project and program implementers (e.g. local jurisdictions, Tahoe Transportation District, transportation management associations, etc.). Staff may also prepare regular reports on progress when the Committee is not meeting. The Committee may refer questions or issues back to the TPTAC or TTIC. Additionally, the Committee may host presentations from subject matter experts at select meetings to gain input and feedback.

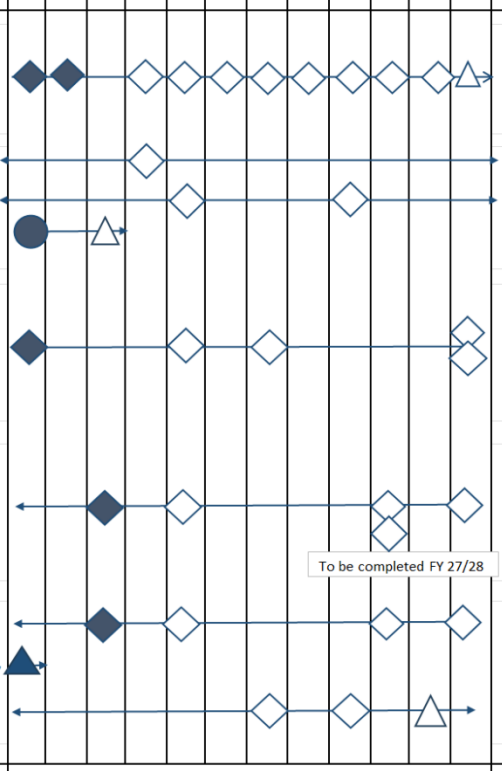
Team

TRPA Staff Priority Project Leads: Kira Richardson (Transit Roles and Funding), Dan Segan (MMF and PIA tool update), Rachael Shaw (TSMO), Rebecca Cremeen (TRIP and other PROTECT grant products), Michelle Glickert (Regional Parking Management Support and RTP Implementation), Paul Nielsen (Planning Advisor and Executive Team sponsor), Marsha Burch (Legal Advisor).

Connecting Tahoe

OBJECTIVE: A more efficient, and frequent transit system, a seamless and connected trails network, a modern and safe system that utilizes the latest technology, and multi-mode transportation connections to each of these modes focused in town centers.

Task	Responsible Party	Support	Deliverables	Review
Regional Transit Governance and Funding Framework	Kira Richardson	Rachael Shaw/ Nick Haven	1. **Existing Conditions Memo**, 2. Draft Service Plans, 3. Transit Governance Framework Recommendations, 4. Draft Tahoe Transit Study	Transit Working Group/ TTD Committee/ GB Transportation Committee
Destination Stewardship Support & Regional Parking Collaboration	Rebecca Cremeen, Devin Middlebrook	Shannon Freedman/ Michelle Glickert	1. Environmental Analysis - DL Bliss to Meeks Bay Trail 2. Ongoing Parking Management Coordination 3. 89 Transit Pilot and Monitor Performance	TTD Board/Advisory Planning Commission/ GB Transportation Committee
Transportation System Management Operations & Technology plan Update	Rachael Shaw	Michelle Glickert/ Rory Lepore/ Data Team	**1. Stakeholder engagement, 2. Assessment & inventory of existing ITS conditions, 3. Capability Maturity Model,** 4. Needs Assessment, 5. Framework, 6. Project list & implementation	Stakeholders/ TTD Committee/GB Transportation Committee
Strengthening Transportation Resilience Plan/Transportation Communication Strategy	Rebecca Cremeen	Kat McIntyre/ Kira Richardson/ Data Team	1. **Engagement Plan**, 2. Baseline Assessment and Incident Review, 3. Resilience Improvement Plan, 4. Regional Emergency Communications and Transportation Plan	Stakeholders/ Tahoe Transportation Implementation Collaborative/ GB Transportation Committee
RTP Coordinated Implementation	Michelle Glickert	Nick Haven Rachael Shaw Dan Segan/Data Team	1. Transportation Funding Pursuit (ongoing), **2. Transportation Performance Report,** 3. Update Mobility Mitigation,	Stakeholders/ Tahoe Transportation Implementation Collaborative/ Transportation Performance TAC/ GB Transportation Committee



**Work will continue through June 2027.*

Bold Items are Complete and will be periodically updated

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Effective Date: July 1, 2026

Revision number and Date: **9.16.26**