

**TAHOE TRANSPORTATION DISTRICT
TAHOE TRANSPORTATION COMMISSION
BOARD MEETING MINUTES
August 5, 2026**

TTD Board Members in Attendance:

Andy Chapman, TNT-TMA, Chair
Lori Bagwell, Carson City
Scott Bensing, Nevada Governor Appointee
Cindy Gustafson, Placer County
Sharla Hales, Douglas County
Alexis Hill, Washoe County
Brooke Laine, El Dorado County
Chris Proctor, SS-TMA
Julie Regan, Tahoe Regional Planning Agency Appointee
Scott Robbins, City of South Lake Tahoe
Stefan Watkins (Hvly), (sitting in for Brian Bigley)
Guinevere Hobdy, NDOT
Alex Fong, Caltrans (attended remotely)

TTD Board Members Absent:

Brian Bigley, Member at Large, Vice-Chair
Nick Speal, California Governor Appointee

Others in Attendance:

Tara Styer, Tahoe Transportation District
Chris Jacobs, Tahoe Transportation District
Jason Burke, Tahoe Transportation District
Leslie Conard, Tahoe Transportation District
Linda Rao, Tahoe Transportation District
Eli Flushman, Legal Counsel
Nick Haven, Tahoe Regional Planning Agency

I. TAHOE TRANSPORTATION DISTRICT CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum of TTD

The meeting of the Tahoe Transportation District was called to order by Chair Chapman at 3:00 p.m. at the Tahoe Regional Planning Agency and via Zoom. Roll call was taken and it was determined a quorum was in attendance for TTD.

B. Approval of TTD Agenda of August 5, 2026

Ms. Styer requested for item VIII.H. be pulled. Motion/Second by Ms. Bagwell/Mr. Bensing. The motion passed unanimously.

C. Approval of TTD Meeting Minutes for June 3, 2026

Ms. Laine provided some minor corrections for the Clerk to make to the minutes. Motion/Second by Ms. Laine/Ms. Hill to approve the minutes, once corrected. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

Mr. Homan is an Incline Village resident; member of Incline Village General Improvement District (IVGID) provided a comment via the webinar on agenda items IX.A. and IX.B. regarding the property at 771 Southwood Avenue in Incline Village. He strongly opposes TTD's plans to sell the property for the development of low-income housing, stating that the local wages of blue collar, hospitality and public service employees are above the threshold of low-income housing rates. He would like for TTD to re-engage with the community on preferred solutions more tailored to the needs of Incline Village.

Ms. Miller is a long-time resident of Incline Village commented via the webinar regarding the property at 771 Southwood Avenue Boulevard. She expressed concerns over both proposals still coming with the problems of traffic and parking that were the original plans of the mobility hub. She does think that affordable housing does solve the problems that low income and seasonal workers face. While the Sports Arena may have potential with a commercial operator on the undeveloped Ponderosa Ranch property, the trustees showed concern for taking on the operation of another major recreational facility. Of greater concern is IVGID's lack of ability to run facilities a break-even point.

Ms. Tyner is an Incline Village resident who commented via the webinar, opposing TTD transferring 771 Southwood Boulevard to Washoe County, Reno Housing Authority, expressing concern over Incline Village losing control of the parcel. The hope is for TTD to dispose of the property that is most beneficial to itself and the residents of Incline Village.

Ms. Neff is an Incline Village resident who commented via the webinar on the ability of the TTD Board to provide a path forward to delivering 100 or more units for affordable housing. She has questions about how many miles along State Route 28 were designated as no parking zones after the opening of the Chimney Beach parking lot. She sees has observed the opposite of what was promised as parking has exploded and visitors are now parking in areas where they haven't parked before. What are TTD's plans to increase parking enforcement? She is concerned about congestion when emergency response is needed and for when evacuation is needed during wildfires. She urges TTD to remember that building parking lots does not reduce traffic.

Written public comments were received and are attached.

III. REGIONAL TRANSIT AND CAPITAL PROGRAMS COMMITTEE REPORT OF AUGUST 3, 2026 MEETING

Mr. Bensing reviewed this item. He provided that the committee discussed adverse passenger interaction. While these incidents are tracked, they are not reported any further unless there is an injury involved. Fortunately, there has been no upward or downward trend in these incidents, but the committee intends to draw more feedback from staff to deliver to the Board, as the trend may change in the future.

Action Requested: Informational Only

IV. FINANCE AND PERSONNEL COMMITTEE REPORT OF AUGUST 5, 2026 MEETING

Ms. Bagwell reported the Committee is recommending to the Board the approval of the financial statements through May. 31, 2026, the Wood Rodgers contract amendment for SR28 Chimney Beach to Secret Harbor, the Wood Rodgers contract for Spooner Summit Aquatic Invasive and mobility hub, the Spartan Consulting Services amendment for inspection and management, staff augmentation for the North Parking Project.

Action Requested: Informational Only

V. ADJOURN AS TTD AND CONVENE AS TTC

VI. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

Public Hearing for the Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization Draft 2027 Federal Transportation Improvement Program

Ms. Weber of the Tahoe Regional and Planning Agency (TRPA) reviewed this item, presenting an overview of the Federal Transportation Improvement Program (FTIP). The presentation began with the process from project to FTIP. TRPA works with local and state implementors to incorporate their priority projects into the Regional Transportation Plan that is drafted every four years. Projects adopted in the Regional Transportation Plan are eligible to apply for federal funding. Projects awarded federal are programmed into the FTIP.

The FTIP is a blueprint showing the federal government the current and federal uses of these funds. The plan demonstrates that projects can be delivered with committed and available funding; aligns with regional, local and state plans; and that projects will further the achievement of regional performance measures and targets. As the Metropolitan Planning Organization (MPO) TRPA is responsible for updating the FTIP every 2 years.

Ms. Weber has been working with Caltrans, NDOT, and local agencies to include other projects into the FTIP.

The FTIP has an investment of \$253,000,000 from a mix of federal, state, and local sources that will deliver the projects over fiscal years 2027 through 2030. This cycle of the FTIP has 14 projects programmed into four categories: Transit, Active Transportation, Safety and Roadway Preservation, and Corridors. Most of these projects are ongoing and have been carried over from the 2025 FTIP. Ms. Weber proceeded with details of each category.

The FTIP document was released on July, 13th which opened the 30 day public comment period. No comments have been received at this point. The intention of this public hearing is to public comments. Comments will be recorded and addressed in the final document. Ms. Weber will return in September, requesting that the Board recommend approval of the FTIP final document to the Tahoe Metropolitan Planning Organization (TMPO) governing board. Adoption of the final FTIP is anticipated for September 23rd at the TMPO board. Submittal of final FTIP to Caltrans for approval is expected before September 30th, followed

by submittal for federal government approval on December, 16th for inclusion into the Statewide Transportation Program. The document is available online at www.trpa.gov. Any written comments may be submitted via email to jweber@trpa.gov. Mr. Chapman advised Ms. Weber that the date of the September Board meeting has shifted to September 16th.

Ms. Laine inquired about the chart that provides the rolling stock that contains data from 2022, noting that TTD has completed many purchases which are not reflected in the chart. Ms. Weber provided that the reports are getting updated and the chart will be adjusted with updates received within this month.

Action Requested: Informational Only

VII. ADJOURN AS TTC AND RECONVENE AS TTD

VIII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Accept the District's Financial Statement of Operations for the First Eleven Months of Fiscal Year 2026 Through May 31, 2026
- B. Adoption of Resolution 2026-002 Approving the Update to the Public Transit Agency Safety Plan for the Tahoe Transportation District Adopt Resolution 2026-001 Authorizing the Execution of the 2025/26 Fiscal Year Allocation of the Low Carbon Transit Operations Program Funds for the Fare Free Transit Program
- C. Review and Approve Contract Amendment for Wood Rodgers Inc, Planning and Engineering Services Contract for the State Route 28 Central Corridor Chimney Beach to Secret Harbor Parking, Transit, Trail, and Safety Improvements Project
- D. Review and Approve Contract Amendment for Wood Rodgers, Inc. for Planning and Engineering Services for the Spooner Summit Aquatic Invasive Species and Mobility Hub Project
- E. Approve Contract Amendment #1 with Spartan Consulting Services LLC of Reno, NV for Construction Inspection and Management Staff Augmentation Services for the North Parking Project
- F. Approve the Tahoe Transportation District Title VI Plans of the Civil Rights Act of 1964 for the Federal Highway Administration and Federal Transit Administration as Required as a Subrecipient of the Nevada Department of Transportation
- G. Adopt Resolution 2026-005 Approving the Updated Title VI Plan of the Civil Rights Act of 1964, Public Participation Plan, and Limited English Proficiency Plan for the Tahoe Transportation District for the Federal Transportation Administration
- H. Review and Recommend the TTD Board of Directors Authorize the Executive Director Award Contract to EnSight Technologies for Fixed License Plate Reader for Park Tahoe® Program

Mr. Bensing requested item VIII.B. be pulled from the consent agenda for discussion.

Ms. Bagwell moved to approve consent items VIII.A, B, C, D, F and G. Ms. Hill seconded the motion. The motion passed unanimously.

Mr. Chapman asked for public comments after consent items VIII.A, B, C, D, F, and G had been motioned, seconded.

Mr. Bensing abstained from voting on item VIII.E. to avoid any potential conflict of interest as a property owner within proximity to the project site.

Ms. Bagwell motioned for the approval of consent item VIII.E. Ms. Gustafson seconded the motion. The motion passed with Mr. Bensing abstaining.

Ms. Laine inquired about the potential to simply record when a Board member abstains from a vote, rather than pulling the item from the consent agenda. Mr. Flushman, legal counsel for TTD provided that the Board may vote in any way or two votes may be taken when a Board member abstains from voting on an agenda item as long as the reason conducting a second vote is clearly recorded.

IX. TAHOE TRANSPORTATION DISTRICT BUSINESS ITEMS

A. Presentation –Transportation Study of 771 Southwood Tahoe Boulevard

Ms. Styer reviewed this item. The December 2025 Board directed staff to work with Washoe County towards disposal of 771 Southwood Boulevard for affordable housing and a transit-oriented project. An update was provided at the April Board and RHA was in attendance to address any questions regarding affordable housing development. Staff was directed to work with RHA on the FTA application. TTD and RHA staff met with Region 9 of the FTA to discuss the transfer application process.

Ms. Styer introduced Mr. Klippenstein of RHA to update the Board with a presentation on the potential development of affordable housing. Mr. Klippenstein provided some background about RHA's experience with affordable housing to Washoe County. RHA has served the community for over 80 years and as the largest provider of affordable housing has taken on 11 different housing affordable housing projects within the last four years.

Mr. Klippenstein clarified the role of RHA as TTD's community partner to help activate the land for an affordable workforce housing development, by stewarding the land through the process of finding a master developer, getting all the community engagement needed to ensure the project aligns with the identified needs. RHA will serve as the landowner and ground lessor to ensure that the developer builds what they say they were going to build and operates it in an intended way. RHA will enter into an agreement with the developer, who will be responsible for the financing, planning, and anything required during the pre-development phase. RHA would enter in a long-term ground lease with the developer who would manage the property. Entering into a lease agreement removes the cost of the land from the project itself, helping with the financial feasibility and with hitting affordability goals for

affordable housing. This allows RHA to remain connected to the land so that alignment with long-term commitments may be monitored.

Mr. Watkins exited at 4:15 p.m.

Ms. Hales exited at 4:15 p.m.

Ms. Hales returned at 4:18 p.m.

Mr. Klippenstein continued with details regarding the site itself, options for development, and FTA income thresholds and affordability requirements. He reviewed a potential timeline if the Board recommends moving forward with RHA, with construction completion anticipated for the summer of 2030.

Mr. Watkins returned at 4:21 p.m.

Mr. Klippenstein fielded a number of questions from the Board, mostly centering on preference for local applicants and details on Average Median Income (AMI).

Action Requested: Informational Only

B. Presentation – Incline Sports Arena – 771 Southwood Boulevard

Mr. Chapman reviewed this item, providing that the December 2025 Board discussed two options for the disposition of the property, one of which was the sale of the property. He introduced Mr. Keeler of the Incline Village Sports Arena and Workforce Housing Program to present the potential of building a Sports Arena if the property was sold. Mr. Chapman added that the Board has no say in who retains ownership of the property and the sale will go to the highest bidder on the open market.

Mr. Keeler presented the Incline Village Sports Arena and Workforce Housing Program recognizes the constraints of the middle housing crisis but also sees the need for an indoor sports arena to enable year-round recreation. The Program requests for a partnership to collaborate on a solution that meets the needs of the community. He referred the Board to the Facebook page for more details on the Sports Arena. Mr. Keeler requests the Board consider an alternative path for the property other than transferring to RHA for extremely low-income housing. The hope is for a solution that satisfies the need for low-income housing and a sports arena.

Mr. Keeler states that the overall sentiment of comments submitted to TTD is for inclusion of the community in the discussion. He provided that Incline Village residents are concerned about the property use, as it sits in the city center. He provided that most of the workforce in Incline Village sits within the 80% AMI bracket and many would not qualify for low-income housing. Mr. Keeler went further into how FTA and AMI requirements will restrict how many units are accessible to the workforce of Incline Village. He provided some examples of typical families with their respective incomes and the challenges of qualifying for low-income housing. Mr. Keeler noted all the organizations

and housing developments in Lake Tahoe that are at either 60% or 80% AMI, which does not resolve missing middle housing. He concluded that housing should be developed for those who are in need and that there is a gap between low-income housing and the workforce of Incline Village.

Ms. Regan provided TRPA offers other incentives from the regional planning standpoint for any projects to move forward, and these incentives have not been mentioned in the conversations concerning the disposition of 771 Southwood.

Ms. Hill commented she was looking for more info regarding the Sports Arena with the number of housing units that would be available and inquired about a website. Mr. Keeler provided the Incline Sports Arena Facebook page. She further inquired about the guarantee of building housing if the property went through a sale. Mr. Keeler provided that a deed restriction can be put in place with the sale.

Mr. Robbins inquired about how the Sports Arena and Housing project would be funded without federal or state grants. Mr. Keeler provided that the Sports Arena would be funded by private donors and housing would be funded by investors who are looking only for a 3-4% return.

Ms. Hobdy exited at 5:09 p.m.

Ms. Hobdy returned at 5:10 p.m.

Mr. Chapman stated that the item will be brought back to the Board for more discussion.

Ms. Hales requests that TTD bring a high-level summary with validation of some of the claims that have been made.

Ms. Bagwell exited at 5:13 p.m.

Ms. Styer exited at 5:14 p.m.

Mr. Proctor exited at 5:14 p.m.

Mr. Proctor returned at 5:15 p.m.

Ms. Styer returned at 5:16 p.m.

Ms. Bagwell returned at 5:17 p.m.

Action Requested: Informational Only

C. Presentation - Tahoe Transit Study – Initial Governance Framework Findings & Recommendations

Mr. Chapman introduced Kira Richardson of TRPA to present an update to the Governance and Service Analysis she presented during the March Board. She

proceeded with a project timeline starting with the beginning of the Transit Study in November of 2025 to compose the Existing Conditions Memo that was released in February of 2026. The Final Study is expected to be available in April of 2027. The objectives of the study are to optimize service, strengthen governance, and to leverage funding.

Ms. Richardson provided an overview of the different governing bodies of transit operations in the Tahoe Basin. The Governance Assessment included a review of nine different peer agencies. The findings of the peer review are that successful agencies tend to take a regional approach to service planning with the understanding that travel doesn't start and end at jurisdictional boundaries.

Ms. Regan exited at 5:18 p.m.

Ms. Regan returned at 5:19 p.m.

She provided the example of the Bay area with 27 different transit operators, and they pool resources to fund a Transit Network Manager position to manage and coordinate services. Interviews were conducted with some of the local operators and jurisdictions to understand their priorities. All are in agreement with the need for increased funding.

Ms. Richardson reviewed the Bi-State Compact that authorizes TTD to own and operate a public transportation system to the exclusion of all other public transportation systems in the region. She then reviewed governance alternatives for the North Shore and for the South Shore, emphasizing how any improvements hinge on the need to improve the TTD operations facilities.

Ms. Hill exited at 5:24 p.m.

Mr. Bensing exited at 5:27 p.m.

Ms. Richardson then presented an Initial Governance Guide which is a list of potential actions that will require further discussion. Currently Douglas County is not included in the South Shore JPA, and it is suggested that a sub committee be formed to include Douglas County, as it is an essential South Shore transit partner.

Ms. Hill resumed via Zoom at 5:29 p.m.

Mr. Bensing returned at 5:29 p.m.

Ms. Richardson provided that the Transit Working Group took on Fare Strategy due to most Tahoe transit currently being free to the user. Fare Strategy for the Tahoe Basin in May of 2026. There is a push to charge fares to sustain transit services. She presented a cost/benefit matrix that was developed from research and different case studies for different fare scenarios. A draft of funding as strategies is expected for September.

Ms. Laine reminded the Board that the recommendation for a subcommittee of the TTD Board is something that was requested several years ago under very different leadership.

Ms. Hill inquired about the recommendations to continue the expansion of van pool service on the North Shore. Ms. Richardson provided that options to sustain van pool service will be included.

Action Requested: Informational Only

D. Presentation – Lake Link Micro-Transit Program

Ms. Hobdy exited at 5:44 p.m.

Mr. Chapman introduced Mr. Proctor and Mr. Suarez to present an update of the Lake Link Micro-Transit Program. Mr. Proctor provided some basics of the SSTMA Board that started in 2019. The permit for the Tahoe Blue Event Center included a condition calling for a micro transit solution to reduce vehicle miles traveled. Lake Link was created in July of 2022. Integration with TTD fixed transit occurred in November of 2024. Reporting of Lake Link ridership through TTD to the National Transit Database (NTD) began in 2025.

Ms. Hobdy returned at 5:46 p.m.

Mr. Proctor provided an overview of Lake Link operations which began with 57,564 rides between July 15 and December 31 of 2022 and 224,254 rides in 2025. Lake Link recently expanded its service area and reduced its wait time from 60-90 min to currently a 20 min wait. Most riders use Lake Link for their work commute.

Mr. Proctor reviewed a chart of the funding partners of Lake Link, describing how the first three-year contract with Douglas County aided in the securing a three-year contract with the City of South Lake Tahoe. SSTMA is hopeful about having a conversation about SB125 funds that are currently in TTD's budget. Mr. Proctor stated that Mr. Suarez created a sustainable funding program with the anticipation of a private funding mechanism by 2028. Currently, 77% of funding is a government mix. Ideally, the proportion of funding would be 60% government and 40% from private sources. SB125 funds would bridge the gap. SSTMA is looking to sustain funding across all transit options.

Ms. Laine inquired about how SB125 funds get allocated. Ms. Richardson provided that funds are a one-time windfall from the State of California administered to TRPA as the Regional Transportation Planning Authority (RTPA). TTD is an eligible recipient. Mr. Proctor reviewed a breakdown of how each funding source is used by quantity of vehicles and service zones. The Board then viewed the difference between the service zone in 2019 and the currently expanded zone. Short term goals include securing sustainable

funding for all transit partners, continuing integration between fixed route and micro transit, and exceeding the community's expectations.

Ms. Laine commented on how employers greatly benefit from the service and the need to bring in more private funding. Mr. Proctor voiced concerns over employers refusing to fund microtransit and the potential of Lake Link being obstructed from operating on an employer's property.

Action Requested: Informational Only

X. STANDING REPORT ON TTD, TART, AND LAKE LINK RIDERSHIP NUMBERS

XI. EXECUTIVE DIRECTOR REPORT AND AGENDA CALENDAR CHECK

Ms. Styer reported that the TTD website has been updated with a more modern look and a trip planner. The launch of the Transit Royale App is an advanced version of the Transit App.

XII. BOARD MEMBER REQUESTS AND COMMENTS

Mr. Bensing provided that Ms. Hill commented during the RTCPC meeting about parking enforcement on Route 28. Mr. Haven and Ms. Styer will be meeting with other Board members to discuss solutions on how to better enforce parking compliance. Mr. Bensing requests for an update from that discussion.

Ms. Laine inquired about moving meeting times to which Mr. Chapman suggested further discussion at the Strategic Session in September.

XIII. PUBLIC INTEREST COMMENTS

Kathie Julian, an Incline Village resident, attended in-person and commented on the disposition of the property at 771 Southwood stating that she advocated against the mobility hub and supports the development of affordable workforce housing by RHA. She states that the location is highly suitable for the low-income housing and the missing middle. She provided how critical the workforce is to the community of Incline Village urging TTD to continue to work with RHA. She further states that based on her experience attending several community meetings, an indoor soccer arena is not greatly supported and the need for housing is greatly supported for the people who provide services.

Ms. Dunn of Incline Village commented via the webinar in support of the RHA's affordable housing project. She expressed gratitude to TTD for keeping the land in public hands and listening to the community's opposition of the mobility hub. Her research suggests that much of the workforce would qualify for 60% AMI. She provided that if the goal is to reduce vehicle miles traveled, then doesn't it make sense to provide housing to those who would ride the bus.

XIV. ADJOURNMENT

The meeting adjourned at 6:10 p.m.

Respectfully Submitted:

*Linda Rao
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

This meeting was recorded in its entirety via Zoom. Any member of the public wishing to review the recording or obtain a copy of the meeting minutes may contact Linda Rao, Clerk to the Board, (775) 589-5502.