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**Incline Village/Crystal Bay Citizen Advisory Board**

Minutes of the regular meeting of the Incline Village/Crystal Bay Citizen Advisory Board held on February 26, 2024, at 5:30 p.m. at 845 Alder Ave., Incline Village, Nevada 89451

1. **CALL TO ORDER/ DETERMINATION OF QUORUM**

Kevin Lyons, Diane Becker, Roxanna Dunn, Chris Wood, Carla Werner, Denise Davis (absent)

A quorum was established, and the meeting was brought to order.

1. **PLEDGE OF ALLEGIANCE**

 The pledge of allegiance was recited.

1. **GENERAL PUBLIC COMMENT**

The first commenter, Margaret Martini from Incline Village, expresses concern about the environmental impact study from 2017 and criticizes Plaster County's proposal. She argues that the proposed plans could result in evacuation challenges, traffic issues, and lack of consideration for fire safety parameters. She urges Washoe County to reconsider such developments and emphasizes the importance of effective and safe evacuation and urban planning.

Following Margaret, Rhonda Tycer raises a question about a statement made by Alexis Hill at a previous meeting regarding the need for large parking lots in the regional transportation plan. Rhonda seeks clarification on TTD's intention to build a large parking lot in Incline Village and expresses concerns about potential impacts on traffic and residential neighborhoods.

Overall, the public comments highlight concerns about environmental impact, traffic issues, and the need for clear safety parameters in proposed developments.

1. **ANNOUNCEMENTS FROM COMMISSIONER HILL**

Commissioner Alexis Hill provided an update on the Tahoe Connect 3 Zone service, stating that funding has been secured pending public meetings of RSCVA and RTC. The service is expected to remain unchanged, and details can be found on the TMA website. Commissioner Hill expressed excitement about the funding and partnerships to support the service.

During the Q&A session, Tim Delaney, a longtime Incline Village resident, voices concerns about large buses coming into the community and objects to schemes that bring more people into the region. He specifically mentions opposition to bike trails and large parking lots, expressing a desire to preserve the environment and respect Native American communities. Tim questions Commissioner Hill about the need to bring more people into Incline Village and urges the authorities to leave the town alone for the sake of the environment.

Commissioner Hill responds by stating they are working to reduce the number of cars in the basin through an improved transit system. She acknowledges Tim's comments and thanks him for sharing his perspective.

1. **PUBLIC SAFETY UPDATES**

North Lake Tahoe Fire Protection District Chief Ryan Summers provides information about decreased call volumes due to minimal snow and announces the acquisition of equipment through FEMA grants, including self-contained breathing apparatus and a device for performing CPR on patients.

A community member raises concerns about the availability of fire insurance for homeowners' associations (HOAs) in the region.

Lieutenant Joe Colacurcio of the Washoe County Sheriff's Office gives updates on staffing, introduces the new Incline commander, Captain Amelia Galicia, and discusses upcoming initiatives, such as getting Marine 9 back on the water and implementing an e-bike program.

Public comments express gratitude for the efforts of the fire department and raise concerns about fire insurance for HOAs and the impact of increasing development on insurance availability. There's also a request for written statistics to be shared on the CAB website. The discussion concludes with an acknowledgment of the upcoming "State of the Sheriff's Office" report and a suggestion to address e-bike rules at future meetings.

1. **TAHOE TRANSPORTATION DISTRICT (TTD)**

TTD District Manager Carl Hasty noted that the consultant team, HDR, is evaluating an old elementary school site and alternative locations for a mobility facility. HDR is finalizing a technical report on transit system needs and their relation to land use, with completion expected by June. The report is crucial for satisfying Federal Transit Administration requirements for an alternative site assessment, but additional project exploration beyond the report is ongoing. Discussions with the Federal Transit Administration and Washoe County are planned to explore policies and transportation needs. The district is considering options with property owners, including UR, to address community concerns about visitor parking. The emphasis is on multimodal solutions, seeking alternatives to personal vehicle use and balancing parking needs for the community. The community will be engaged through virtual formats to discuss presented information before any decisions are taken to the TTD Board.

Diane Becker expresses concerns about public transportation and parking around Lake Tahoe, emphasizing the desire for good public transportation without large parking lots.

The district acknowledges community input and highlights the focus on multimodal solutions, aiming to find alternatives to personal vehicle use and balancing parking needs for the community. The district mentions ongoing discussions with the county for improvements, such as bike tie-ins and safety enhancements on the highway, to address internal community needs. The district outlines various measures being considered, including expanding transit services on Highway 50 and Mount Rose, creating additional parking areas, and pursuing a piece-by-piece approach. The district acknowledges that solutions may be slower than desired but emphasizes the ongoing effort to address transportation challenges in a comprehensive manner.

Diane Becker sought specific actions taken to explore alternatives to the mobility hub, mentioning the possibility of large parking lots in Truckee or bringing people by bus from Carson City.

The district responds, indicating that funding is a key challenge, and there are limitations in transit operating dollars for running services from Reno to Incline Village throughout the summer. The district highlights the need for more buses, drivers, and operating funds to implement a broader transit service, particularly for bringing people from outside the Tahoe Basin into the area. The district notes that the current focus is on addressing internal transportation needs within the Tahoe Basin before expanding services to destinations outside the basin. Concerns are raised about the system's capability to distribute people effectively if brought from outside the basin without a well-established internal network.

CAB member Kevin Lyons expresses concern about the current approach, stating that building parking lots first and then planning for distribution may not be the most effective strategy. The community member suggests looking into successful models in other areas, such as offering frequent and free or low-cost transportation services to reduce reliance on personal vehicles. The question is raised about finding funding to address parking issues in the basin before expanding transportation solutions from Reno and Truckee.

The district acknowledges the challenge of finite land resources, funding limitations, and the need for a comprehensive regional approach to address the issue. The district emphasizes the importance of regional consensus and discussions around establishing revenue sources for larger-scale transit solutions. The discussion mentions ongoing planning processes, such as the master planning for Sand Harbor, and the need for a regional approach to solve the transportation problems. The district acknowledges the complexity of the issue, highlighting the challenge of providing alternatives to personal vehicles due to the inability to restrict people from coming to the area. The cost and scale of proposed solutions are discussed, with mention of the potential need for hundreds of millions of dollars for a comprehensive regional transit system.

Kevin Lyons suggests focusing on specific problems like Sand Harbor and finding cost-effective solutions, such as using existing parking lots at Mount Rose with a shuttle to Sand Harbor.

The district agrees to provide more information and back-of-the-envelope calculations on potential solutions, emphasizing that the consultant is not specifically tasked with solving this problem.

Questions are raised about the consultant's role and whether the consultant will provide answers to specific transportation problems, to which the district responds that the consultant's focus is on broader planning aspects.

CAB Member Roxanna Dunn outlines what they believe the primary target ridership for the transit system would be, including tourists and workers who may not need personal vehicles for commuting. Roxanna Dunn raises questions about whether the district provides input at Washoe County Commissioner meetings and TRPA (Tahoe Regional Planning Agency) board meetings to address policies that might conflict with the goal of reducing reliance on cars. Three specific policies are mentioned as potential obstacles to achieving transportation goals: 1. No cap on short-term rentals (STRs) in Washoe County, potentially causing tourists to rely heavily on personal vehicles. 2. Rezoning of special area one to allow luxury condos, which could lead to higher-income residents using personal vehicles. 3. Inclusionary housing policies that might lead to the trading of locations, placing workers away from transit lines and luxury housing next to bus lines.

Roxanna Dunn emphasizes the need for the district to stand up against policies that might subvert its transportation goals and requests the district to look into the mentioned issues.

The district acknowledges that it works with TRPA and the county and expresses awareness of the complexity of affordable housing issues. The district recognizes the importance of urban centers and density for transit effectiveness but acknowledges the specific concerns related to the mentioned zoning decisions in Incline Village.

Margaret Martini strongly opposes the mobility hub, stating that there is no need or want for it in Incline Village. They express dissatisfaction with the county's support for the mobility hub and larger developments, indicating that these projects may lead to problems necessitating the hub. The speaker believes that the village lacks the workforce base required to justify the construction of a mobility hub. The community member accuses the county of not supporting the residents of Incline Village and suggests that the county is backing larger developments, contributing to the perceived need for a mobility hub. They emphasize the need for the county to listen to the residents and address their concerns rather than pushing for the mobility hub. The speaker acknowledges the efforts of the sheriff in addressing parking issues along the east shore of the lake. They express gratitude for improved parking conditions and signs near Sand Harbor, suggesting that continued ticketing will discourage illegal parking. The community member suggests that people may opt for alternative locations with available parking space, such as South Lake Tahoe with casino parking lots or Tahoe City, where a large mobility hub already exists. Margaret further calls for County Commissioner Alexis Hill to respond to the concerns raised by residents regarding the special area one rezoning and high-priced condos.

John Eppolito asked that Commissioner Hill address the concerns brought up by Roxanna Dunn, to which the CAB Chair notes that this can be brought up in General Public Comment, as this is strictly for questions on the TTD Mobility Hub.

A public commenter raised a question about the expansion of parking lots, particularly around Spooner, and whether a bus service will be implemented to move people around the lake and asks if parking bans or crash barriers will be introduced to prevent road-side parking.

The response emphasizes that the parking lot expansion aims to relocate parking off the shoulder rather than increase capacity. Enforcement measures, including banning parking and relocating capacity, are mentioned.

The discussion delves into why the focus is on relocating parking rather than increasing capacity. The speaker explains that dangerous parking on the shoulder and off the highway is a concern. The goal is to provide alternatives and move people through more efficiently, discouraging all-day parking. The speaker mentions challenges related to topography for building large lots.

The discussion shifts to the topic of ticketing for illegal parking. Concerns are raised about the lack of enforcement, and the question is posed regarding ticketing on the route from 28 to 50.

The speaker acknowledges the difficulty in providing enforcement consistently due to jurisdictional challenges. There's mention of ongoing efforts and increased synergy to address parking enforcement.

Questions are raised about how residents can engage with authorities to encourage ticketing for illegal parking.

The District suggests that addressing the issue involves engaging with county sheriffs, the State, and relevant authorities. There's an acknowledgment of the dangers associated with illegal parking. The speaker expresses uncertainty about the State's ability to handle ticketing due to resource constraints.

Carole Black noted that as a member of the now-disbanded Incline Village Mobility Hub Committee, Carole expresses confusion about the approach to solving the issues discussed. The concern is raised that building more parking lots in Incline Village may not address the root causes of traffic issues. Carole points out that the majority of traffic issues on Route 28, especially in the summer, are attributed to visitors coming from California or over Mount Rose. The suggestion is made to prioritize intercepting traffic before it reaches Incline Village, potentially at locations like Mount Rose. The speaker recommends providing transit services that people would use to reach their destination rather than focusing solely on building more parking. Carole argues for a different prioritization and a reconsideration of the approach, emphasizing the need for root cause analysis to effectively address the primary drivers of traffic issues.

Tim Delaney advocates for prioritizing enforcement measures, suggesting that raising ticket prices and impounding vehicles could discourage visitors from coming to North Shore and the east shore of Lake Tahoe. The suggestion is made to use the revenue from increased ticket prices to fund police officers in Incline Village. Additionally, he recommends providing affordable housing for local officers. Tim draws a comparison between the enforcement practices of his generation, where individuals faced penalties, such as getting tickets, having cars impounded, and even being thrown in jail, and the perceived leniency in dealing with the current generation. Tim questions the concept of encouraging more people to visit through parking solutions and buses. He emphasizes that the discomfort of crowded beaches may not be desirable and suggests reconsidering the approach. The main question posed is why there isn't a focus on enforcing strict measures first, using the threat of high fines and impounding to discourage unwanted behavior before investing in building parking lots and transportation infrastructure. Tim expresses concern about the environmental impact, suggesting that the influx of visitors, similar to events like Burning Man, could lead to the destruction of the area.

The District states that they will be back to provide more information before they go to the TTD board in June.

Diane Becker comments on the approach being somewhat backwards and suggests that the consultants need to hear more diverse perspectives and consider alternative solutions beyond the options presented during the meeting. Diane refers to the previous report having factual errors due to a lack of public input. The desire is to avoid similar mistakes and ensure the new recommendations are well-informed and to catalog all the input received during the meeting is mentioned, suggesting that it can be beneficial in providing a comprehensive understanding of public sentiments.

1. **EVACUATION RESIDENT INPUT**

John Eppolito noted that less is more, staying away from developments bringing in more people and having an amusement park mentality.

Margaret Martini suggested examining alternative evacuation routes and publishing them. However, there is a cautionary note about ensuring these routes are well-established before publicizing them. Concerns were raised about potential traffic bottlenecks, particularly on Route 267, and the impact of alternative routes on traffic flow. The presence of roundabouts in King's Beach is highlighted as a factor affecting access to Route 267. Emphasis was placed on leaving a lane open for emergency vehicles during evacuations. Drawing lessons from the Paradise Fire, issues such as vehicles running out of gas during evacuations are mentioned.

A public commenter asked what happens when cell towers are down? Does the Sheriff’s Office drive around with a loudspeaker or go door-to-door? This was affirmed by other residents as being the case.

Carole Black highlighted the potential challenges with relying solely on internet-based communication during emergencies. She shares a personal experience where her internet and cell phone services were unreliable. Carole emphasized the importance of considering and possibly implementing recommendations that Doug Flaherty , a former fire chief, had suggested. Doug Flaherty’s suggestion for a street-by-street evacuation plan is mentioned. Carole believes it's essential to carefully examine and assess the potential value of such a plan for Incline Village. Carole mentioned attending an evacuation drill last summer but notes that it was limited to one small area going to another small location. She expresses the need for a more comprehensive demonstration to assess the effectiveness of evacuating Incline Village rapidly during peak summer times.

Tim Delaney emphasized the need to address the overgrown vegetation and dense tree population in Incline Village. He suggests that about 60% of the trees should be removed to create a safer environment. This measure aims to prevent large-scale fires that could pose a threat to the community.

Tim Delaney also expressed concern about the potential release of fluids, toxins, and gasoline stored in residents' homes during a fire. He highlights the risk of such substances harming the water supply and causing environmental damage. Tim advocates for a proactive approach to manage and dispose of these hazardous materials to protect both the community and the lake. Tim criticized the current waste management system, citing difficulties in disposing of hazardous materials such as snow blower gas. He calls for more efficient waste management practices and collaboration with residents to ensure the proper disposal of potentially harmful substances. Tim touched on the issue of population density, suggesting that reducing the number of people in the area could contribute to overall safety.

Rhonda Tycer echoed the importance of a detailed street-by-street evacuation plan to address the unique challenges of different areas. She specifically mentions the concern for streets like Tyner, with a single exit point. She emphasizes the necessity of practicing evacuations on roads with limited access, such as Tyner. The goal is to assess how efficiently residents can evacuate and determine the duration it takes for them to reach designated exit points. Rhonda points out that residents need to be prepared to take care of themselves during evacuations. While firefighting efforts are crucial, residents must also know how to efficiently evacuate and manage their own safety. Proposing neighborhood-specific evacuation exercises, Rhonda suggests focusing on smaller groups to test the efficiency of evacuation plans. This approach allows for a more detailed assessment of evacuation times and challenges.

Both Roxanna Dunn and Doug Flaherty wrote in public comments/ideas that will be part of the record.

Diane Becker asked everyone to think about suggestions that can be included in the written report to Emergency Management.

1. **NEIGHBORHOOD DEVELOPMENT HUB**

There was no update from staff on this item.

1. **APPROVAL OF THE MINUTES FOR THE MEETING(S) OF July 5, 2023, August 7, 2023, November 2, 2023, and December 4, 2023**

Members of the Citizen Advisory Board shared concerns about the accuracy and completeness of the current summary format. Members express a preference for detailed transcripts as they find them valuable for referencing discussions. There's a suggestion to use AI-generated transcripts as attachments to the minutes.

Community Outreach Coordinator Alexandra Wilson mentioned that the standard will be the summary of the minutes, but word-for-word transcripts will be available upon request.

Some members expressed frustration with the current summary format, stating that it doesn't accurately capture the substance of discussions. There is also a mention of past edits and updates to minutes, and some members express the need for accurate records.

 **MOTION**

The possibility of accepting current minutes with attached transcripts for historical accuracy is discussed, and a motion is made to accept the minutes with the provision of attaching transcripts for future reference.

Motion and second, 5-0 motion passes.

1. **BOARD MEMBER ANNOUNCEMENTS/REQUESTS/DISCUSSION**

Diane Becker noted that Washoe County staff will be presenting at the next meeting regarding broadband. No other announcements were made.

1. **GENERAL PUBLIC COMMENT**

John Eppolito notes that the board was disbanded at one point and questions the county's genuine concern for the community's opinions.

Margaret Martini echoes the sentiment, emphasizing the disrespect felt by board members when the County Commissioner departs before the meeting concludes.

Kathy Julian suggests ensuring that AI-generated transcripts become permanent records and encourages the board to review and modify summaries for accuracy.

Tim Delaney expresses gratitude to the board and addresses concerns about healthcare issues and potential damage to the community.

**ADJOURNMENT -** Adjourned at 7:26 p.m.