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Description automatically generatedIncline Village/Crystal Bay Citizen Advisory Board**

**Minutes of the regular meeting of the Incline Village/Crystal Bay Citizen Advisory Board held on June 23, 2025, at 5:30 P.M. Incline Village Library (845 Alder Ave. Incline Village, NV 89451)**

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

PRESENT - Kevin Lyons, Chris Wood, Diane Becker, Roxanna Dunn, Mark Sasway

ABSENT –

1. **PLEDGE OF ALLEGIANCE**

The pledge of allegiance was recited

1. **GENERAL PUBLIC COMMENT**

Kathie Julian commented on potential federal land sales referenced in the Senate Reconciliation Bill for the federal budget. She noted that the Outdoor Alliance has published a map showing areas near Incline Village that could be impacted. These include land above Apollo, Jennifer, and Marlene streets, as well as areas around Tamarack Lake off Highway 431 and Chickadee Ridge—popular for cross-country skiing. She emphasized that proceeds from these land sales would go to the federal government, not state or county entities, and encouraged the public to investigate the issue.

1. **ANNOUNCEMENTS FROM COMMISIONER HILL –**

Commissioner Alexis Hill shared several updates. In response to Kathie Julian’s comment, she confirmed that Washoe County is aware of and concerned about the proposed federal land sales and is actively providing input to Congressional offices. The county is particularly focused on potential impacts to services and fire safety. She also mentioned that the county is monitoring proposed cuts to Medicaid in the same federal legislation, which could have serious consequences for both the state and Washoe County. Commissioner Hill announced that County Manager Eric Brown will be leaving his position on the 30th of the month. Kate Thomas will serve as interim county manager for six months. Thomas previously served on the TRPA board for the Secretary of State and is familiar with Tahoe-related issues, which Hill sees as an asset during this transitional period. She expressed hope that during this interim phase, the county will have more staff on the ground in the Tahoe area to support projects such as the Washoe Tahoe Transportation Plan. She noted that the county has applied for a $1.3 million grant through the federal Safe Streets for All program to support implementation of parts of that plan, including improvements to Highway 28 and better trail connectivity. Hill also announced a new demonstration project on Lakeshore Boulevard that will redirect e-bikes from trails to the roadway by marking it as a Bike Boulevard. The initiative will include educational efforts led by the sheriff’s office and local e-bike rental companies. She encouraged the public to share feedback on the project’s success, as it may be expanded to other areas of Incline Village.

A citizen asked an inaudible question. Commissioner Hill responded that the bike boulevard painting is expected to begin in July. The county will inform the community through press releases and a social media education campaign.

Kevin Lyons asked for clarification on what qualifies as a “fast bike,” suggesting speeds like 15 to 20 mph. Commissioner Hill responded that the term isn’t defined by a specific speed because it’s difficult to measure e-bike speeds. Instead, the project encourages all cyclists—regardless of speed—to use the road and share it with vehicles. She added that drivers are also being asked to be patient and only use Lakeshore Boulevard if they’re prepared to drive slowly, as the speed limit is 25 mph. The project is also intended to help calm traffic in the area.   
  
Chris Wood asked whether the bike boulevard would cover all of Lakeshore Boulevard or just a section. Commissioner Hill responded that it would focus on the area between the three beaches, extending from Burnt Cedar to Incline Beach, where traffic and safety concerns are highest. He then asked about how parking would be handled with the new lane setup. Hill explained that this will be a true bike boulevard—like Riverside Drive in Reno—where bikes share the center of the lane with vehicles, not the shoulder. A previous idea to make part of Lakeshore one-way and dedicate a lane to parking near the Hyatt beaches was removed from the plan after receiving negative feedback from the community.   
  
Diane Becker expressed strong interest in seeing how the bike boulevard demonstration project works out, emphasizing the need for safer solutions due to the increasing use of high-speed e-bikes by children and others. She noted the danger on current trails and streets and urged that the board be involved in reviewing the results at the end of the summer. She also mentioned that past proposals haven’t gained traction but appreciates the county’s interest in the issue. Commissioner Hill responded that she welcomes input from the board, reiterated that this is a demonstration project, and acknowledged that safety is a shared concern, including among sheriff’s deputies. She added that with crowded summer trails, the project is worth trying to see if it improves conditions.

Roxanna Dunn noted that there are several efforts underway related to e-bikes—about four or five initiatives in total. She said she would list them during the board updates and mentioned that a dedicated webpage is being created to provide comprehensive information. Commissioner Alexis Hill responded that once the webpage is published, it will be shared with the CAB for educational purposes, highlighting the thoroughness of the work being done.   
  
Kevin Lyons asked what pedestrian and bike data supported the selection of the demonstration area. Commissioner Hill responded that counts were conducted, but she did not have the data on hand and suggested it may be available through a public records request or from the Community Services Department (CSD). Lyons also asked what kind of community feedback influenced the decision to drop a one-way proposal. Hill explained that she receives input through various channels, including emails, phone calls, public comments, and deputies on the ground, though not through scientific surveys. She noted that while some outreach was done through the Washoe Tahoe Transportation Plan, it was unscientific and shouldn’t be used to represent the community. Hill added that concerns identified through that outreach include incomplete trail systems, trail plowing issues, and safety related to e-bikes. She emphasized that the demonstration project is a low-cost experiment in response to these concerns, especially since more comprehensive solutions would require millions of dollars and limited support from NDOT, which has very limited capacity. If the pilot doesn't work, she said, it can easily be reversed.

Millie Sherman asked whether the Bike Boulevard would be open to all bikes or just e-bikes, expressing concern about safety when bikes pass pedestrians without warning. She supported the idea if it included all bikes. Commissioner Hill confirmed that the boulevard will be open to all bicycles. She acknowledged community concerns about e-bikes and emphasized the need for thoughtful implementation, trial and error, and strong education, with support from sheriff's deputies to ensure safety. Roxanna Dunn added that many newer riders are unfamiliar with basic cycling etiquette—such as calling out when passing—because they haven’t ridden in decades or never learned those habits. She noted that both kids and their parents often lack this knowledge, which is why public education is a major focus of the county’s e-bike efforts this year.

Steven Ross raised a safety concern about cars potentially crossing the center line to pass bikes on the Bike Boulevard, creating hazards for both drivers and cyclists. He asked whether any education efforts are in place to address this. Commissioner Hill acknowledged the concern, stating that deputies are specifically advising against cars passing cyclists. She emphasized that this is a demonstration project and will be paired with a summer-long education campaign. The goal is to encourage only local, intentional traffic on Lakeshore Boulevard, like how Riverside Drive in Reno functions. Hill added that the project may also help reduce vehicle speeds in the area.  
  
Helen Neff expressed support for the demonstration project and emphasized the importance of outreach. She recommended that the sheriff or another authority figure speak directly with contractors working on Lakeshore Boulevard, as she has observed that while residents tend to drive respectfully, contractors are often the ones speeding or driving recklessly.   
  
Kathie Julian asked whether the section of Lakeshore Boulevard from Ski Beach to the intersection with Highway 28—an area with heavy bike traffic heading to Sand Harbor—would be included in the Bike Boulevard demonstration project. She noted that this stretch seems to have fast-moving contractor trucks, especially in the evening, and suggested it would be a good area to include in the project. Commissioner Hill thanked her for the input and said she would follow up with staff to explore the possibility of extending the project to that area.

Roxanna Dunn commented that the bike rental shop at the Hyatt often rents to families with young children who prefer to ride on the path rather than the street. She suggested the county communicate with the rental company, noting the broader challenge of limited infrastructure. Commissioner Hill agreed and said that deputies are already planning to engage with all rental companies to ensure they are informed about the demonstration project and safety expectations.  
  
\*This comment was made during public safety updates.   
Elise Fett expressed strong support for the bike boulevard demonstration project and thanked Commissioner Hill for the initiative. She agreed with earlier comments that cars should not be passing bikes on Lakeshore Boulevard, noting that the speed limit is 25 mph and most e-bikes and cyclists can travel near that speed. She believes this project will naturally slow traffic and encourage impatient drivers to use the highway instead, aligning with ongoing efforts to reduce speeding on Lakeshore. She also advocated for longer-term improvements, such as adding 3-foot-wide green bike lanes along both sides of Highway 28 and on roads like Country Club and Village Boulevard, which also have 25 mph speed limits. She emphasized the need to slow traffic near the high school and expressed excitement about the potential to reduce police enforcement needs through better infrastructure. Finally, she stressed the importance of building a dedicated commuter bike path—separate from multi-use trails—above Highway 28 to safely connect Crystal Bay, Kings Beach, and Incline Village for e-bike and road bike users.

1. **PUBLIC SAFETY UPDATES**

Washoe County Sheriff’s Office

Captain Amelia Galicia of the Washoe County Sheriff’s Office introduced Lieutenant Aaron Tracy as the new lieutenant assigned to Incline Village, following the promotion of Joe Colacurcio to captain. She provided an update on the Sheriff’s Office’s four “goal crimes”: larceny/theft, burglary, DUI, and weapons violations. For the first quarter of 2025, Incline Village saw a decline in both burglary (zero incidents) and theft (five incidents, down from a three-year average of nine). In contrast, DUI arrests increased significantly, with 31 arrests compared to a three-year average of four—highlighting proactive enforcement efforts to remove impaired drivers from the roads. Weapons law violations are also up, but Captain Galicia noted this is a positive trend, as it reflects the successful removal of unlawfully possessed firearms, often tied to criminal activity or individuals prohibited from owning weapons. She concluded by noting preparations for the upcoming Fourth of July holiday, with Captain Colacurcio returning to oversee the event, and invited any further questions about public safety or e-bike concerns.

Chris Wood asked for clarification about what types of weapons violations allow law enforcement to confiscate firearms or other weapons. Captain Amelia Galicia explained that weapons are seized when they are in the possession of prohibited individuals, such as ex-felons, or when they are used in the commission of a crime, such as assault or battery with a deadly weapon. She also noted that certain weapons like brass knuckles or nun chucks are illegal regardless of who possesses them. In the first quarter of 2025, there were two weapons law violation cases in Incline Village, compared to the three-year average of one.   
  
Kevin Lyons asked about the clearance rates—how many larceny, theft, and burglary cases in Incline Village are solved and successfully prosecuted. Captain Amelia Galicia responded that she did not have that information readily available and would need to review each case individually to determine the outcomes. She noted that while she could report the number of cases (five this year, with a three-year average of nine), she did not have data on case resolutions or prosecutions. Lyons suggested that future updates include clearance rates, as this information is important to the community for understanding the full scope of public safety efforts.   
  
Diane Becker thanked Captain Galicia for increasing DUI enforcement and noted that in the past there have been calls for more attention to both DUI and excessive speeding. While acknowledging concerns about maintaining a welcoming atmosphere for residents and visitors, she emphasized that dangerous driving—particularly during weekends and tourist season remains a serious issue. She highlighted specific concerns at intersections like the Village and Country Club, where vehicles often spin out or stall due to unsafe driving, especially in slick and snow conditions. She urged the Sheriff’s Office to continue addressing these issues for public safety.

Lieutenant Aaron Tracy introduced himself to the group, expressing enthusiasm about his new role in Incline Village. He noted that he previously worked in the area as a deputy and is familiar with community concerns. Tracy said he is excited to work with Captain Colacurcio and looks forward to being involved in developing solutions for the community.

1. **INCLINE VILLAGE MAIN STREET PROGRAM**

Linda Offerdahl presented on the work of the Incline Village Crystal Bay Community and Business Association (IVCBA), tracing its roots back to 2009 when the local Chamber of Commerce ceased to exist. Originally focused on business support, the organization evolved significantly in 2021 during the COVID-19 crisis to address broader community needs, rebranding itself as IVCBA. Its mission became fostering a thriving, interconnected community by supporting residents, nonprofits, agencies, and businesses alike. IVCBA now serves as a communication hub through its newsletter and website and organizes events like Local Heroes (4th of July), Northern Lights (December), and mixers for local organizations. It also provides welcome bags to new residents, helps with civic engagement, and led the first-ever Washoe Tahoe Leadership Academy in partnership with the county. Offerdahl explained that with no local government in Incline Village, IVCBA serves as a critical liaison between agencies and residents, helping to coordinate on issues such as housing, transportation, and revitalization. Through its partnership with the Main Street America program, IVCBA has expanded access to state-level resources and grants to support local economic development. The organization has emphasized beautification as a starting point, launching successful efforts like “Incline to Bloom,” which includes planter boxes, hanging baskets, and community clean-up efforts. Public art is also a growing focus, with the formation of a public art committee exploring thoughtful, symbolic enhancements. The association also hopes to replace temporary signage with coordinated, attractive infrastructure like lampposts. Offerdahl concluded with an update on the Highway 28 roundabout project, which began in 2012 with community-led efforts to improve a dangerous intersection. While the roundabout was completed with bronze animal sculptures, it lacked impact due to their small scale and the absence of irrigation for landscaping. After years of maintenance by volunteers, IVCBA was asked to assume responsibility. With community input collected in early 2024, IVCBA formed a design committee of local experts and is now working with TRPA, NDOT, Washoe County, and other agencies to re-envision the roundabout in a way that better reflects the community and enhances safety and visibility.

Christine Karnofsky presented the proposed redesign for the Highway 28 roundabout, emphasizing its importance as a visual gateway to both Lake Tahoe and Incline Village. The goal is to create a safer and more welcoming entrance that reflects the natural beauty of the region. She explained that NDOT requested the design includes enough height to block the view across lanes within the roundabout to reduce driver distraction and improve safety. To meet that requirement, the plan features varied-height conifer trees, deciduous aspens to represent the Sierra region, and large six-foot boulders that may help slow or stop vehicles in the event of a crash. The design includes layered landscaping with perennials and native shrubs that provide color and interest throughout the growing seasons—from early spring to fall. All plants will be perennial to ensure sustainability and seasonal regrowth. Karnofsky added that the current animal sculptures on the roundabout may be partially retained—such as the bear and possibly the buck—while smaller sculptures may be relocated, as they tend to get lost visually in the existing landscape.

Mike Lefrancois of Lafrancois Engineering explained that he joined the roundabout project to help navigate permitting and logistical challenges, particularly with NDOT, which has proven to be a slow and sometimes difficult process. One major issue is providing irrigation and power to the site. He emphasized that using temporary water storage tanks poses safety risks, as workers would be exposed to traffic while refilling an issue that has led to fatalities in similar situations. Instead, the team is working with Washoe County, which owns nearby land that provides access to essential utilities, including permanent water and power, either directly or through adjacent easements. Lefrancois is focused on the infrastructure required to support the landscaping long term, while also preparing to bring schematic designs to NDOT and TRPA for the next stage of approvals. While NDOT has been generally supportive so far, more detailed feedback will be needed as the project advances.

Presenters concluded by stating that the goal is to have all approvals for the roundabout project completed by May 1, 2026. They emphasized that there would be a narrow construction window in May and June to complete the work before the busy Fourth of July holiday. They also mentioned having a handout and committed to sending the full presentation to the CAB for reference.

Diane Becker shared three concerns about the roundabout design. First, she cautioned about the use of aspens, noting their invasive root systems that could damage surrounding infrastructure. She said she did not know if root barriers were a possible solution, referencing methods she'd seen used in California. Second, she questioned NDOT’s requirement for height in the roundabout’s center, particularly the use of large boulders, and asked whether safety data or justification had been provided for that standard. Third, she inquired whether the boulders could be sourced locally to avoid the high cost of transporting them up the mountain. Christine Karnofsky responded that aspens were chosen for their local symbolism but acknowledged the concern about root spread. She said they plan to use root containment systems and are open to considering other tree species if needed. Regarding the height, Karnofsky explained that NDOT has requested an eight-foot height in the center of the roundabout for safety purposes, likely due to the location and the high speed of traffic coming down Highway 431. While the boulders help meet that requirement, she agreed it would be worth requesting the specific reasoning or studies behind the directive. Mike Lefrancois added that while NDOT has so far been supportive, their guidance has been limited and sometimes inconsistent. He emphasized that the team is now preparing schematic designs as requested by NDOT to move the process forward and provide a basis for more concrete feedback. He also noted that requirements could change as new personnel get involved, so flexibility is important moving ahead.

Roxanna Dunn asked several questions about the roundabout redesign. First, she expressed concern about the placement of boulders, noting that roundabouts typically reduce head-on collisions, and placing boulders directly in a car’s path—especially for vehicles coming down Highway 431—could pose a risk. She recommended orienting the boulders to avoid creating new hazards. Second, she questioned whether pedestrian safety had been considered, although she acknowledged there may not be many pedestrians in that area. She also noted the possibility of increased foot traffic in the future if a mobility hub is developed nearby. Lastly, she asked who is funding the project. Mike Lefrancois responded that there are currently no pedestrian crosswalks through the center of the roundabout, only peripheral pathways, which may have originally been intended for cyclists uncomfortable riding through traffic. He acknowledged that actual pedestrian use of those paths is unclear but said pedestrian crossings offset from the roundabout could be considered in future planning. Linda Offerdahl addressed the funding question, stating that the project is expected to be paid for through a combination of state grants via the Main Street program and public-private donations.

Chris Wood shared a lighthearted comment, recalling a trip to a foreign country where he saw an elaborate roundabout featuring a large block with a statue of a general on top. He joked that the sight made him think of Linda Offerdahl and offered to share the photo if she ever wanted it, adding humorously that he figured she wouldn’t be interested in going in that design direction.

Miles Reiner suggested that the roundabout redesign would be more impactful if it were part of a broader, unified theme for Incline Village. He proposed the concept, "Incline Village: It's not just a village, it's a lifestyle," highlighting the area's unique concentration of outdoor activities like skiing, golfing, and boating. To visually represent this theme, he envisioned life-size iron silhouettes of various recreational activities placed along the outer edges of the roundabout and throughout the community. Initially, he thought these could go inside the roundabout, but acknowledged that placement could pose safety risks. Instead, he recommended installing them along key roads like Mount Rose Highway and Incline Boulevard, and at entrances to major recreational venues, to visually tie the community together and reflect its active lifestyle.

Elise Fett praised the roundabout redesign and agreed with the idea of extending its landscaping theme to surrounding areas in a minimal, consistent way to create visual cohesion. As a sports enthusiast, she appreciated the spirit of Miles Reiner's idea but cautioned that too many visual elements, like silhouettes, could be distracting to drivers. She also raised a concern about the smaller animal sculptures currently in the roundabout, noting that some were donated by community members. She suggested relocating them to nearby areas rather than removing them entirely and incorporating them into the expanded landscape with surrounding flowers to honor those contributions.   
  
Christine Karnofsky responded to concerns about the smaller animal sculptures, explaining that there are plans to relocate them to a future sensory and educational park being developed between the current and old libraries. The library is enthusiastic about incorporating the sculptures into this space, and the idea has been positively received so far. She also addressed the broader concept of community identity raised by Miles Reiner, agreeing that symbolic elements should extend beyond the roundabout. While the current design emphasizes natural beauty through boulders and perennial landscaping, the Public Art Committee is actively working to define and reflect Incline Village’s identity, with recreational activities and iconic visuals playing a central role.  
Helen Neff praised the IVCBA and the roundabout design, also humorously suggesting that whoever is managing communication with NDOT deserves a raise, even if they’re a volunteer. She shared concerns about NDOT’s height requirements for the roundabout, noting that some online sources—including guidance from the State of Oregon—recommend much lower height limits for safety. She urged the team to clarify these conflicting standards to avoid issues later in the project. Helen also emphasized the importance of community identity and suggested that any branding effort for Incline Village be coordinated with local recreation sites. Shifting to her main point, she strongly advocated rethinking State Route 28’s role in the community. She argued that a state highway functioning as a 35-mph main street is unsafe and unwelcoming for pedestrians, cyclists, children, and seniors. Drawing from personal experience as a pedestrian hit by a driver on SR-28, she called for a partnership with NDOT to urgently lower speed limits, add pedestrian signal intervals, narrow lanes, and create protected lanes for bikes and e-bikes. Her central message was to prioritize safety and community livability over vehicle speed.

Pamela Straley shared her thoughts on the bear sculpture in the roundabout, recalling its original dedication and noting that its positioning makes it difficult to recognize—she said all she could see was its rump, which was distracting to drivers trying to identify what the statue depicted. She referenced a previous comment about discovering a fish in the bear's mouth only when viewed up close. Pamela suggested relocating the sculpture to the library, as with the smaller animal statues, and added a lighthearted observation that while the community often discusses avoiding bears, it seems ironic to place one prominently in a traffic circle. She concluded that if the statue remains, it should at least be repositioned, so its features are more visible.

Ronda Tycer, who has long been involved in beautification efforts in Incline Village, expressed overall support for the new roundabout design, calling it a significant improvement over the previous flower-filled version. However, she raised a concern about the visual impact of the aspen trees during the fall and winter months. Specifically, she questioned whether including trees chosen for their fall color was necessary, given that their leaves will eventually drop, leaving bare branches for much of the year—a look she finds less appealing. Despite this concern, she affirmed her general approval of the design.   
  
Kathie Julian raised a question about how the roundabout's height requirements might impact emergency situations, specifically during an evacuation event. She asked whether there are scenarios where emergency vehicles would need to pass through or navigate the roundabout and whether such considerations have been factored into the design. While she acknowledged that this might not be a significant issue, she posed the question out of concern for emergency planning. She ended by expressing her support for the design, calling it lovely.

1. **NEIGHBORHOOD DEVELOPMENT HUB & OTHER ENGAGEMENT OPPORTUNITIES**

Alexandra Wilson shared two updates. First, there is an open seat on the Open Space and Parks Commission, and she encouraged anyone interested to apply. Second, she announced a newly scheduled meeting regarding the Incline Village Nursery School, which will take place on June 26 at 6:30 p.m. at 924 Incline Way, Suite 1. She advised those interested to visit the Neighborhood Development Hub for more details.

1. **APPROVAL OF THE MINUTES FOR THE MEETING OF** April 28, 2025 Chris Wood made a motion to approve the minutes of the April 28, 2025, Incline Village/ Crystal Bay CAB meeting. Diane Becker seconded the motion, and the minutes passed unanimously.
2. **BOARD MEMBER ANNOUNCEMENTS/REQUESTS/DISCUSSION AND REPORTS BACK ON ANSWERED REQUESTS**

Roxanna Dunn announced that the next Incline Village CAB meeting will feature a presentation by NV Energy on fire safety, describing it as both alarming and reassuring. She reviewed a chart comparing community transportation priorities discussed in January to what Washoe County is addressing in 2025, noting that while some items are still pending, progress has been made on e-bikes and multi-use paths. She shared that stakeholders like the Forest Service and Nevada State Parks are involved in discussions and that local bike shops are being invited as well. Efforts to improve trail etiquette are underway, including QR codes in businesses, sandwich boards, chalk messaging on paved trails, and social media outreach. Plans for Lakeshore Drive include "sharrows" to indicate shared bike-car lanes, and Dunn emphasized the need for continued public education. Helen Neff added that leading pedestrian intervals (LPIs)—which give pedestrians a head start at traffic lights—are cost-effective and included in Vision Zero plans. Dunn encouraged support for LPIs and mentioned the county is applying for a Safe Streets grant. She stressed that the community will never achieve a truly bikeable and walkable corridor without addressing the 39 driveways between the roundabout and Country Club Drive. She advocated moving buildings closer to the street with rear parking to reduce these access points and make space for bike and pedestrian lanes. Dunn emphasized that each new development built without this approach is a lost opportunity for the next 50 years. Alexis Hill responded that the driveway issue had not been raised before and agreed to bring it to staff as they prepare area plan amendments. She explained that outdated county code and setbacks currently complicate smart development like live-work units, but that revisions are underway. Dunn also shared a personal update on wildfire defensible space. After a walkthrough with a North Lake Tahoe Fire Protection District inspector, she learned about a cost-share program that reimburses 50% of the cost of defensible space work, up to $1,000, through October 15, 2025. She encouraged residents to take advantage of the program while funding lasts and noted it’s a one-time opportunity. Throughout her updates, Dunn stressed the importance of closing the loop with the public by reporting back on progress, even when it's incomplete.

Diane Becker informed the group that the 2025 Tahoe Area Plan Amendment is expected to go before the Board of County Commissioners on July 15 for a first reading. She expressed deep concern about the adverse impacts on evacuation safety from the population increases from increased height and density and reduced setbacks, which the county appears to be adopting. Becker and Roxanna Dunn submitted detailed briefs to the county highlighting that TRPA’s own regulations allow counties to request exemptions when they have specific justifications, and she urged the community to ask the county to push back harder with TRPA. While county staff were receptive to some of the arguments made by Ms. Becker and Ms. Dunn, TRPA rejected them. Becker suggested TRPA is unlikely to pursue legal action and tends to rely on threats rather than enforcement. She encouraged residents to review the submitted documents—which will be posted online—and form their own opinions about the proposed changes, particularly around workforce housing definitions. Becker also noted that federal land near Incline Village may be released for development, raising potential evacuation and safety concerns. She will provide contact information for legislators and urged community members to stay informed and make their voices heard.

1. **GENERAL PUBLIC COMMENT**Elise Fett raised a concern about how to effectively comment on the proposed federal land sales in the Tahoe Basin. Diane Becker responded by recommending the Sierra Club website as an accessible platform to submit comments opposing the sale. However, she added that directly contacting legislators is even more effective, as their staff track constituent input. Becker said they have a list of email addresses for elected officials that will be shared and encouraged using both direct outreach and advocacy group platforms.   
     
   Kathie Julian asked when the Tahoe Area Plan housing amendments would be considered and was told July 15, though the date could move to mid-August. She urged the community to research the proposed changes, which involve increased height, density, and coverage allowances. Julian expressed strong concern that these amendments will not create true workforce housing and may instead encourage high-end condo development. She warned that this could lead to displacement of existing small businesses and older complexes along Route 28, citing a lack of price caps for "attainable" or "achievable" housing as a major issue. Diane Becker affirmed the timeline and importance of public engagement.

**ADJOURNMENT-** The meeting adjourned at 7:20 p.m.