



Incline Village Crystal Bay Citizens Advisory Board

the Incline Village/Crystal Bay Citizens Advisory Board meeting held via teleconference
January 3, 2022

1. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM - Diane Becker opened the meeting at 5:31 p.m.

Members in attendance included: Denise Davis, Kathie Julian, Kevin Lyons, Diane Becker, Judith Simon, Chris Wood (alternate), and Roxanna Dunn (alternate).

2. PLEDGE OF ALLEGIANCE - Diane Becker led the Pledge.

3. GENERAL PUBLIC COMMENT -

Verbal and emailed Public Comment by Helen Neff: My name is Helen Neff and I am a resident of Incline Village. Last March 14, on a beautiful early spring afternoon I was crossing State Route (SR) 28 by The Village Ski Loft, in a marked crosswalk with the green walk light in my favor. I checked to be sure the intersection was clear before I stepped into the crosswalk. I was halfway across the street when a car came out of nowhere and slammed into me. I hit the hood and windshield; then my body was thrown over 11 feet into oncoming traffic. It is by the grace of God that I was not killed. My journey to recovery has been long and expensive. I will have the scars of this crash with me for the rest of my life. Nothing can change what happened to me. But as a community we can do better now and, in the future to keep pedestrians safe. This evening's agenda includes a presentation on the 947 Tahoe Blvd. condominium project. I am sure there are others who will be commenting on different parts of this application. I would like to focus on the pedestrian aspect. The project application notes - in numerous sections - that the project will encourage pedestrian and bicycle usage. This is commendable but there are issues to be addressed in order for this to be a safe reality - including the lack of a traffic signal at the closest intersection: SR 28/Northwood/Southwood (east side). This intersection needs a traffic signal that can be activated when there is cross traffic, either vehicle or pedestrian. The signal would also help to slow the speed of traffic on this section of SR 28. I use this intersection as a pedestrian and many cars ignore pedestrians. One morning six cars whizzed by before someone paid attention to the flashing light and stopped to let me cross. And, I was visible - I was wearing a crossing guard vest. A traffic signal must be installed before any project is started. It is needed before construction traffic makes this intersection even more dangerous for those of us who already live here. Some other items that would increase safety in our village - for pedestrians, bicyclists, and vehicles are:

- Painting of our crosswalks. Yes, this is supposed to be done every year when the snow melts. But when was it done in 2021? By August our crosswalks were faded and unsafe except for the ones on Village and Southwood that were painted when those roads were repaved.
- Exclusive Pedestrian Interval for all traffic lights in Incline Village so when the pedestrian button is activated, traffic stops in ALL directions for pedestrians to safely cross.
- Radar signs with "Your Speed" compared to posted speed limit.
- Speed limit signs and "watch for pedestrians" signing.
- "Stop" signs on Village at the two intersections of Northwood/Southwood to create four-way stops. This will also help to slow the speed of vehicles on Village.
- Increased enforcement of speed limits by the Sheriff AND NHP. No one else should suffer the pain, surgeries, treatments, and distress I have gone through. I do not want what has happened to me to happen to any other pedestrian in Incline Village. Please help make our streets safer for all. Thank you.

Yolanda Knack stated she agreed with the last speaker. Before the condos are allowed, they need to look at the traffic situation. She said she read using herbicides can cause Parkinson's disease. That's for humans, and we don't know what it can do to animals. We need to think about those things. She said she is disappointed they are getting a temporary use permit for the old elementary school. She said she doesn't believe that's a safe site. Thank you so much.

There were no further requests for public comment. Chair Becker closed the public comment period.

4. 947 TAHOE BLVD. CONDOMINIUM PROJECT - Chuck Butler, of PALCAP FFIF Tahoe 1, the developer of the condominium project to be built at the corner of Southwood and Tahoe Blvd. will make a presentation on the development project know as 947 Tahoe Condominium. This will be an opportunity for the community to learn about the condominium project and to give comments to the developer. (Non-Action Item) Lou Feldman

Chuck Butler, Palomino Capital, provided a PowerPoint presentation on the development project.

Kathie Julian thanked Chuck for the presentation. She inquired who had been contacted for the neighborhood meeting on January 10. She asked how they had been contacted. She asked where this meeting would be held. She asked Mr. Butler what he would be doing to contact the broader community for the meeting. Mr. Butler said there is a requirement to send notice to X-number of feet. We have reached out and done that. Kevin Hanna is the partner who has the lead on that. Ms. Julian asked if we could get a list of those people who have been contacted. Because if it is 750 feet, are we talking parcel owners, or are we talking units, or are we talking people. What is required under the regulatory code. She said she believes it is parcel owners. It would be interesting to understand how many parcel owners are within that 750 feet. Are we talking five parcel owners, or are we talking 20 parcel owners. It is also important that when you talk about a neighborhood meeting, we understand how we're defining neighborhoods. It's misleading to call it a neighborhood meeting if you're really only talking about five parcel owners. That isn't the Incline Village neighborhood. So, if we are talking about a serious neighborhood meeting where community members to have a voice and can review this, then we should have information about where this will be held; the timing; the location, and how people can attend to be informed about this and also have their voice heard. Mr. Butler stated he would be happy to get that information for you; he said he believes the requirement is notifying parcel owners. He said he is happy to have whoever wants to join us.

Ms. Julian asked about the January 12 IVGID meeting. Lou Feldman stated the meeting before IVGID is for confirmation of a will serve letter. There'll be a presentation similar to this presentation. The public is welcome to attend and participate. The meeting will be on Monday, January 10, at 1 p.m. at the Chateau. Ms. Julian asked Alexis Hill or County Staff about the process for these neighborhood meetings. If they're to be held with a small group of notified parcel owners at 1:00 p.m. in the afternoon, on a workday, the extent to which this is truly a participatory neighborhood meeting is questionable, and that's a question about the process for development projects. She said her third point is on the STRs. She said Mr. Butler had mentioned that the HOA will initially not allow STRs, but is it possible for the owners or the people on the HOA, in the HOA leadership body, to decide that they will allow STRs going forward in the future.

Mr. Butler explained how the HOA board would be set up. He said we would help them manage the Board at the beginning, but ultimately, once it is sold out, people move in, they will elect their own board members. At that point, if they decided to modify what we've set up, it would be within their rights to do it as property owners. He said what is appealing with this project is it's not geared towards people who are just going to buy it as an investment property and then slap it onto Airbnb and other things and try to maximize revenue. The nature of the project will attract residents who are not going

to favor short-term rentals because they will be living there on a long-term basis. But is it possible that property owners get together and they change path.

Kathie Julian said on the traffic issue; she agreed with the first speaker that it is critical to have traffic management and traffic safety measures there at that intersection. She said she is concerned about the left-hand turn lane on Southwood, right before the intersection. She said, in her view, it would constrain the parking for the skate park. And that is a park where you have a lot of young people gathering, especially in the summer, and people parking along the side of the road. She said she could see significant safety issues happening here. She said she would appreciate it if the County could elaborate on the decision-making structure behind traffic management and traffic safety at this intersection going forward. And how the broader community can have a voice in critical issues of Traffic Safety on SR 28. Mr. Butler stated we're all for safety. He said we have over-allocated what was required for parking on the property. He said we don't anticipate our project will have any street parking or any impact on that. Ms. Julian clarified her comment and said if you expand on Southwood and you add a left-hand turn lane, that could possibly encroach upon the parking that is now being done by skatepark users on the side of the road across from your development. So, it wouldn't be related to your people, but to the people using the skatepark.

Chris Wood inquired about the affordability. What is the point of income would an individual, couple, or group have to have after putting 20% down to purchase one of these units? Mr. Butler said he didn't know what income point. These are not affordable units. We looked at that. And we're looking at that with another parcel that we own to pursue. Today's reality is if you want affordable, you have to have a public-private partnership. It is not doable, given where costs are today. So, you look at where the cost of land is, you look at the cost of steel today, which is almost at all-time highs, concrete is through the roof, lumber, etc. Then you get to the trades. You can't find people, and it's extremely hard to do it if you do. These units will be priced in the \$2.6-2.7 million up to \$5.5 million range. These are not affordable units. We looked through retail options, we looked through multifamily options, we actually looked at an option where we would just run short-term rentals ourselves, we would hold it; it just didn't feel like that was something the community was looking for. And when you look at all those different types of options, the only one that really penciled out and made sense, given we do not have a partnership necessarily for affordable housing, was this kind of project. There is a significant demand for this price point. It is consistent with the September 2021 Washoe/Tahoe Local Employee Housing Need and Opportunities report that there's a need for this, but this is not necessarily affordable workforce housing, but it is something that works. We're interested in exploring and are looking to engage in conversations around that because we think that's a huge need. We think it can be successful if it's structured in the right way. Mr. Wood stated this project would be above the cost point for a teacher, fireman. Mr. Butler stated yes unless they had other sources of wealth. Mr. Wood asked if most people interested in these units would come from out of state. Not from Incline. Mr. Butler stated initially that was a lot of people's hypotheses. We're finding in the pre-sales that many people in Incline and around Incline have moved there, but there was a lack of new product, and they bought something because that's what their options are and they love the area. We found that a number of our deposits are coming from people locally, who are in Incline and just looking for something that wasn't available when they moved there years ago.

Roxanna Dunn said somewhere in your presentation; it says that your facility, your complex is within walking distance of most of Incline Village's restaurants and shops and such. Distance-wise, that's true, but it is neither a safe nor a pleasant walk. She said she is wondering if anyone in the County has reached out to you as part of your development to at least allow for space for a good walking path and hopefully a two-way bicycle path. She asked if anybody had talked to you about that. That's a real opportunity here while you're doing this development. Mr. Butler stated he believes we would be supportive of that. If you look at the setbacks and everything else, we have on the project, there's

room for that. One of the things that we're excited about is that people come here, they don't drive around in cars and walk, and they can bike to paths. Roxanna Dunn said one suggestion is to have a strip of garden area at the end of your parking lot if that were pushed out toward the street, and you're able to put a walking path and a bike path between the parking lot that would be a much safer situation than potentially putting a bike path, painted gutter path along 28, or a nominal kind of sidewalk. Hopefully, that'll land somewhere. Mr. Butler stated he took note of that.

Judy Simon asked about how many parking spaces per the 40 units. She asked about guest parking as well. Mr. Butler said for the 40 units; we have about 100-110 units of parking. For 35 of the units, they each get one space; for five of the units, they'll get two spaces. So that leaves roughly 50 plus that will be for guest which we don't anticipate that people are going to have more than two cars per unit. We're going to have electric chargers and charging built into the garages to facilitate all that.

Public Comment:

Carole Black thanked them for the presentation and those who arranged it. She said she wanted to piggyback a couple of quick comments on some of what's already been said. One is traffic. She asked if it would take 18-24 months of construction, depending on the weather. The only entrance off of Southwood could be an exciting experience. And all those cars going in and out of Southwood, once you're occupied, also could be an exciting experience. She said she understands people are talking about options but think about it carefully because it's not clear how it's all going to work. Mr. Butler asked if she would prefer the entrance to come off of Tahoe Blvd. Ms. Black said that's for you to figure out. You need a plan that will work for the community and the people who live around there. She said the other topic is affordability. The study that was done in September pointed to the need for more affordable housing for people who want to work in the Incline Village area, our support people in many cases. She said she could understand about all of the financial challenges but finds it extraordinarily disappointing there wasn't a way to come up with a public-private partnership or whatever it would take to turn the at least a portion of this development into units that could be used by the workforce that we so desperately need to support in the area. She thanked him for listening. Mr. Butler said he wanted to reiterate that we do own property in Incline at another location. We are exploring a complete 100% affordable housing strategy. That's an integrative discussion process, but we understand that and agree. Ms. Black stated maybe they could do it at both places. This is critically important. Mr. Butler stated he understood, but it's just the math. There has to be a partnership, where the government effectively provides economic support if that's the kind of behavior they want to drive. We're starting to have those conversations, but it is literally impossible to do as a solely private project. He said he is empathetic to it. He said he believes there's a good opportunity to do it, but there just needs to be a partnership. Ms. Black said she is looking forward to some delivery.

Laura Pearson thanked Mr. Butler and Lou for the presentation. She said she wanted to echo what Carol and Chris said about affordable housing. She said she has lived in Incline since 1998. She said she is an attorney here, and there's no chance she could afford a \$2.5 million dollar property. We're not just talking about firefighters, nurses, and teachers; you're talking about lawyers too. She said she understands another property you're interested in potentially developing with a public partnership. She said any multi-unit property gets developed in Incline where there's not some form of affordable housing to go with it hand in hand is abhorrence. The second thing is STRs are a huge issue in our community. Under NRS 278, you can do a restricted deed and make it, so this property isn't eligible for STRs. It doesn't have to be something left up to the next board, which probably will do away with your consideration to that issue. You can make something in the deeds itself themselves, so that people know when they purchase this is a restricted deed and one of the restrictions is that it cannot be short-term rented. That would at least make us feel a little better about having more incredibly unaffordable housing and community. She said her last point has already been expressed is about traffic impacts. The skatepark, schools right there. Our infrastructure in town is not great for pedestrian

or bicycle access. Hopefully, you consider that with this development, perhaps there's a way to work with the town to minimize the traffic impacts. There is a means by which people can commute around town other than an automobile.

Mr. Butler stated he would explore the deed restriction with counsel to see if that is an option. He said he took notes about the traffic impact and walking/bike path to provide access to the extent we can with the setback requirements.

Pamela said she would like to echo what Laura just said. Congestion is the first thought that came to mind. Forty units, 40 families, and 40 guests. If you just multiply, there are many new humans all occupying space, who drive cars, who have e-bikes, etc. So, safety and congestion are the two worrisome things. STRs clearly have been hit hard today, and we in the community are overwhelmed. If you saw the traffic and the snow from this past week, this community is already under some very difficult constraints when it comes to moving around. In addition to her concern about STRs being allowed, she said two to three years down the line is also a question about fractional ownership. Picasso is starting to make inroads into Incline Village. She said looking at deed restrictions for fractional ownership as well. Ultimately, Ms. Tsigdinos said she would like to speak to the County about the fact that these are issues that keep coming up again and again in these public forums. And yet, the County seems to turn a blind eye to concerns around congestion and how we're going to handle all kinds of additional new cars and environmental impacts on Incline Village.

Lynn Brown stated she lives in Third Creek, which would be the closest condos to the new units. She said she received notification by the County at the end of November. She said she feels we just kind of railroading this through without really getting all the concerns. She said she is glad to hear everybody has great ideas here. Mine are pretty much the same. Half of the year, that corner is no big deal, and maybe that's when they did those studies. Even if you added a left-hand turn lane to turn left, it's going to be crazy. It's crazy all summer long there. A couple of years ago, a couple was killed right in front of Raley's as they were crossing the street there. She said she would hate to see something happen to the kids; she has middle school kids. We need a signal badly there. She said she hopes that they don't proceed with this project without putting a signal there. She said the architecture is nice but would like to see it cut down half that size. It's a huge monstrous building. It doesn't look like Incline. We are a rural town. She said she doesn't want it to be four-stories high with underground parking. She said it's pretty what has been done so far. She said she has concerns for those ponderosa pines around that area and hopes they don't get cut down. Mr. Butler stated he is a huge tree guy. With the layout and design, we have tried to do everything we can to preserve as many of those trees in the process, and those we lose will be repurposed into art. Artists have been retained to help us deal with that. He said the local styler had guided us that this modern mountain style is the look where the community is going. In response to Ms. Brown's question about height, he said that's how you get 40 units and how the project economically works. Ms. Brown asked how others feel; she understood you need to make money, but maybe half the size.

Susan Sanders asked if this project is green-certified. She said she is asking for your commitment to the community. She asked if there is solar consideration, especially with roofing. And have you looked into the BMR model that San Francisco has implemented with a lot of their recent development projects. She said it's below-market-rate so that the local teachers, firefighters, police have an opportunity to get it. It's a restricted deed. And it doesn't float with the market, but they at least can be part of the community. A community is everybody. It's the well-heeled condo person you're soliciting, and it's the support staff that makes their life of Incline as a community thrive and survive. No one acknowledges that everybody wants their services and complains when they're not there. But they have made it such a difficult and unrealistic situation for anybody, especially those who have lived here for a long time. And they have to leave because we've created a new reality as far as what

Incline is. Mr. Butler said the project is not LEED-certified. He said we have a significant amount of energy-efficient energy strategies that we are employing in terms of insulation and insulated windows. He said he built for LEED-certified buildings. He said he didn't believe in reality; they really are that much more positively impactful in the community. Ms. Sanders said regarding the design; they don't meet mountain standards in practical terms. He answered Pamela's inquiry regarding restricted deeds for market rate. She said these are not indigent; they are an integral part of our community. Mr. Butler stated we're fully supportive of that. It requires a public-private partnership in order to facilitate it. And we certainly would be very open to exploring that on one of our other parcels. Pamela said we need the County to change its position.

Chair Becker thanked Mr. Butler for coming and reminded attendees that Mr. Butler has stated that he is available to receive communications from the community as he wants a project that is positive for the community, and urged the community to contact him directly with suggestions.

Mr. Butler encouraged the public to provide information or feedback. Chair Becker noted his contact information would be posted where the February agenda would be posted. She thanked everyone for their excellent comments. She noted we're going to take the next item out of order. We had a rather urgent matter concerning the Incline Village constable that has been put on the late January agenda. Commissioner Hill has invited two additional speakers to talk about the constable agenda item.

5. TAHOE TRANSPORTATION DISTRICT - Carl Hasty, District Manager, Tahoe Transportation District, will provide an update for the community on the status of the proposed mobility hub at the site of the former Incline Village elementary school and transit initiatives at Lake Tahoe related to biking, hikes and parking. (Non-Action Item)

Mr. Hasty said he didn't have a presentation but will walk through some talking points here and be happy to answer any questions that you might have. TTD is currently in escrow with Washoe County School District to purchase the property at 771 Southwood Boulevard, the old elementary school. We are expecting escrow to close by the end of the month. The next phase has been spoken about quite a bit, but it's been a while since we've had a chance to talk to you all about it. There will be a site assessment of both the property and any other potential sites in the community before the final site selection is made. TTD will be coordinating with Washoe County, their planning staff, as they move forward on their mobility plan for Incline Village. This process will help inform TTD and our site assessment work and potential project concepts for the future. TTD has also established a board committee that wants to add several community members to it. Together, the group would act as a guide for the public process for developing the public process for the site assessment. TTD will next be developing, staff will be developing and issuing a request for proposal and RFP for consultant services for this site assessment. That RFP will include an expectation that they will be working with both the committee, obviously the community, and staff and developing that public process as we go through that. We expected that the procurement process was going to take several months to complete. And we think at this point in time anyway that once the consultant team is on board, the work will probably take us into the latter part of 2022 before that work is wrapped up. So that's kind of the framework of where we are right now with this. And that will get clearer as conversations start to happen more with the County staff and the community, getting the consultant team on board, and we can start to nail that down a lot more firmly. He said he is happy to answer any questions that you might have. And look forward to working with you in the community as we go into 2022.

Kevin Lyons asked the kind of public problem you are trying to solve in Incline Village. Mr. Hasty stated Incline Village as part of the Tahoe Basin. And we're looking at a regional transit system piece by piece; we've been addressing the 28 corridor for the last 13 years and have more work slated for the 28 corridor to try to address some of the safety and traffic issues there. He said we're trying to shift

people to transit and other modes; that's the direction that the compact for Tahoe articulates and is the only real tool that we have to address ways of getting people to and around Tahoe without more and more automobiles. In the big picture, this is another component, another puzzle piece, just like addressing the trail and the other parking along SR 28. And if you're not aware, the other parking areas we're looking to tackle on SR 28 are the expansion of the Forest Service lots more towards Spooner and adding a small lot there. It's all about relocating that parking off of the highway to safer facilities at Skunk Harbor and finally building a new trail head and anchor area near Spooner across from the State Park. When you start adding those pieces together, it's a combination that allows us to address other mode choices, eventually getting to where we have a true inter-regional system. And people have some choices of getting to and from Tahoe without bringing their car. This is another step towards the realization of that system. Mr. Lyons stated that that was helpful but didn't get a clear picture of the actual problem we have that we are trying to solve.

Mr. Hasty stated a lot of the traffic travel that comes through Incline to get to those beaches is part of the problem. We've heard a lot of issues over the years, especially these last 13 years in Incline. The parking situation and some of the issues there in Incline is why the County is doing a deeper dive into the mobility needs of the village itself. There is a tremendous opportunity to dovetail these pieces. There's a regional and local benefit to this. That's the opportunity we're looking to tackle in conjunction with the community and the County. Mr. Lyons asked if he has numbers such as the percentage of the traffic, we are going to get rid of, the percentage of parking, and how much more parking we will have. Mr. Hasty said he doesn't have the numbers off the top of his head, but the whole effort on the 28 corridor is to not add capacity. It's to relocate that capacity and find other ways of accommodating the people instead of adding capacity. Mr. Lyons asked how that is helping by eliminating parking. Mr. Hasty stated that we've been focusing on the pilot area of the three miles and transit service that we run in the summer. We're trying to capture those people instead of going to Sand Harbor turning around and coming back and finding someplace else to go or keep driving around until Sand Harbor opens. So, we've provided an alternative to that. The rest of the solution for Incline Village will be addressed during the planning process. This summer, we also saw the micro transit service that got instituted in Incline Village. So that's another element that could hang around. It becomes a puzzle here for people to get around within Incline Village/ Crystal Bay. Mr. Lyons said that is more useful and exactly what he was thinking about. For example, the problem could be getting to Carson City when Sand Harbor is a mess and making that issue go away. He said we need to find implicit and explicit authorization.

Chair Becker introduced herself to Mr. Hasty and reminded him that she had spoken against the proposed location in the past. She said she has some issues to raise based on what Mr. Hasty has said. She said she read many of the emails between Mr. Hasty, others at the TTD, and the County, and it seemed from the emails as if all of the parking and all of the traffic problems which were proposed to be solved by the mobility hub were regional, not local to Incline. She said that the proposal seems to be to make parking spaces for visitors, not for locals in Incline. She is concerned that this is really this proposed mobility hub to handle and service visitors, not locals in Incline. She stated that Kevin Lyons has asked, and we are trying to understand, what is the local benefit to Incline. She said TRPA and TTD have a big problem with parking at Sand Harbor and the multi-use path that needs to be solved. But those are problems that are not local to Incline Village. The issue that Incline Village residents are struggling with is that the TTD is taking a piece of property to provide parking for visitors in an area that will be very difficult for Incline Village traffic and residents, to solve its regional problems. And we're wondering why Incline was chosen as the place where the TTD and TRPA are going to park all those visitor cars?

Mr. Hasty stated it's a mistake to just focus on parking the cars. That emphasis has been there for SR 28 corridor right now, so that's understandable. We've heard plenty from the community over the

years about issues on SR 28. So, this combination of solutions is an effort to address that; it is not the only thing. This is a long-term investment. The planning process is going to help define more succinctly. Because the Incline Village is part of this, including what might be possible to co-locate at that property or any other property relevant to the community's needs. The idea of a center like this mobility center is not meant to be a park and ride. It is meant to be part of the community and integrate with the community. So, this is where the engagement with the community and addressing some of the needs potentially that we've heard you speak to tonight. That's the kind of opportunities that present themselves that we are interested in working with the community on. again, dovetail and fit more with the community in addressing some of its local needs, while at the same time addressing some of the regional aspects that also affect the community. Because it is coming and through your community all the time. So, there's a win-win there. And that's what we're looking to work with the community on is to find that win-win.

Chair Becker stated Incline would welcome the ability to participate in real community engagement. She stated she understands the TRPA special use permit application now requires that the TTD do a transportation/traffic study, which the local community has requested from the beginning be done that looks at the impact on Incline Village and Crystal Bay from the traffic to be added by the proposed project at the specific location on Southwood. Active community members would participate in this group you are forming. The community includes many experienced and highly educated people and people who have lived in the community for a long time and have knowledge of community traffic patterns, who will really give valuable input from the community standpoint. Many of us do not feel that the community standpoint has really been looked at so far by the TTD or the other Lake traffic and transportation groups. The local community would like to know that you are also looking at what is best for our existing community as well as solving the other problems the TTD desires to solve at other locations around the Lake. We looked at one of the studies and saw you took one day in a year or one day in a season. We hope that a good faith transportation study will really investigate and show the traffic problems that already exist at that location at Southwood.

Mr. Hasty said that is what this site assessment process is also about. When the time comes to get to a project, the kind of detail that is going to have to be addressed on any kind of analysis will be far greater than anything for a temporary use permit. So, this is very much a stepwise process. It's rare having a public piece of ground that's developed and developable like this. He said he doesn't know if that's where we're actually going to end up. This is part of the site assessment, but making sure that that would be available while we do this site assessment was critical. Working with the community now, we can shift gears; we can shift focus to work with the community. He said he feels this is positive and exciting about what the County is doing because that's going to be very helpful, both in terms of public participation, as well as helping understand and elicit those ideas, thoughts, and needs so that we can then see what's possible and go from there. And that the only way we can do that is by working with the community in that regard.

Chair Becker said at the hearing that's coming up on Wednesday at the TTD there are various mechanisms for raising funds to fund all of the proposed future transportation plans. She said she sees that some things are going to be charged in Washoe County and in Douglas County that are not going to be charged on the California side because apparently some things can't be charged for in California but can be charged for in Nevada. She also stated those who live here full time are affected by traffic that will be brought in here from outside. She asked how we can really participate meaningfully so that decision makers understand that it's important to our community because some of the TTD and TRPA proposals are adversely changing our lives. Public transportation is very important, but to solve the regional problems, it feels like Incline Village interests are being sacrificed a lot of times. She said she hopes Mr. Hasty can commit to listening and helping us understand. There are always tradeoffs, there are always balances. If we felt that the TTD would really look at

alternative sites for the mobility hub, that would make us feel a lot better.

Mr. Hasty stated he understood. And these are all very difficult things. Transportation as a whole is very difficult. That's South Shore, for example, that South Stateline area, really, you got 7000 parking spaces down there which are all private. That is the single largest hub and an underutilized resource. So that's a project that also asks the same kind of questions: how do we address local and regional needs with these areas. So, you're not the only community, and that's what's difficult about this. And just like the funding, that's no simple, no silver bullets. So, it is a lot of processes. There's a lot of dialogue with steps at a time. We know that well. And we know that that's important to do. In the end, again, we're looking for the win-win. And we do really want to work with the community to find it.

Chair Becker stated she urges him to be open with the community going forward.

Ms. Julian asked about the process for community participation in the site selection work. She asked how many community members and what is the specific process that would be undertaken to select those members. She said she has often seen that on some of these committees, you have, for instance, the head of the Realtors Association, the head of the Business Association, or the head of the North Tahoe Tourism Association, but what is lacking are actual community members. These people are active in the community and do not have a vested interest for their business. They're not a contractor, nor a realtor. They're a community member. They have families here. So, what is the process for getting this layer of people on that committee. And how many of them will be there. And to what extent is the County involved in the selection of community members. Mr. Hasty said there would be several layers of community here with this. The board committee is definitely that kind of guide or steering group. We're looking for several there. We have developed an application; we'll discuss that further with the committee before that's released. That's kind of an overall kind of steering group as this process goes on. Sticking with that theme with that layer, then in picking the consultant group, he said he is expecting the consultant team to come up with its own ideas about the process. They're going to be engaged with the committee on that. So, we designed a larger public process that may be another committee, or it could be just a series of, you know, that's yet to be determined. But the idea, ultimately, is to be able to get to a broad approach with the community. The town has a lot of people and many viewpoints, and we need that diversity of those viewpoints in that input. We want a process that's going to be able to tap that. He said he doesn't have a clear answer for you on what the rest of that looks like. But the development of that will be done in conjunction with the dialogue with the committee. And then, we will roll out the rest of that process and start the engagement with it as we go through our site assessment. The other companion piece to that which has been mentioned is how that dovetails them with what the County's doing. Neither group wants to be replicating or stepping over each other and confusing the community at the same time. So, there are some things to work out here to answer your question accurately. There are several layers, the committee being the guiding or steering committee, and having several community members that represent different components to help engage the board, engage with us to design, and go forward with a robust effort with the community. Ms. Julian asked this committee that you're speaking of; you have an application process that will be rolled out at some point. Mr. Hasty confirmed. They will be a publicly-noticed committee meeting.

Denise Davis stated she continues to be frustrated that the focus always seems to be what we do with people once they're in the basin. So can you share any plans or strategies for what we're doing to deal with people before they get into the basin. Mr. Hasty stated the simplest answer is this: it is challenging to capture people and bring them here to the basin from outside if you don't have a system set up internally in the basin to get them where they want to go. And Tahoe's history has been very slow at getting that internal system established. And this is part of what Diane Becker was

speaking to relevant to some of the funding business that was on the TTD agenda here on Wednesday. How do you finance the transportation needs that are necessary to have those system improvements in the services with the ultimate expectation of being able to go and have a connection from outside, let's say the Reno area, the Truckee Meadows? You'd be able to capture people and offer them the ability to get to the basin without having to come in. That is the ultimate goal with all of our gateway communities and all of our drive markets; that is what the regional transportation plan ultimately has envisioned. Ms. Davis asked a follow-up question. She said she is not in the transportation business, but it seems there are some simple ways to change behavior, one of which would be to incentivize riding public transportation to Sand Harbor. She said she continues to be frustrated that there isn't effort towards expanding the RTC program that was started last year to bring people up to Sand Harbor. She said she doesn't understand if that's a TTD issue. She said she doesn't understand who we need to be working with to increase these incentives. If most people are headed to Sand Harbor, find a way to get them to Sand Harbor. Mr. Hasty stated we are working with RTC, a partner in this. It's TTD, Placer County, which operates TART. So, collectively, we try to work together to provide what we can afford to provide. It's just not enough right now. It doesn't mean we give up on that, though. He suggested that you also encourage RTC to do it again next summer. Let's see if we can get something established here that is going to do both while we tackle this internal to the basin.

Chris Wood asked for data or expected to get data from a consultant about how many vehicles are coming off the road thanks to the public transportation system, how it progresses, and the trends. Is this the right system for dealing with traffic in the basin, setting aside the question of traffic even coming into the basin? He said this is working; what kind of data do we have; and will we get from the consultant report? Mr. Hasty we should be able to. TRPA has data. Converting ridership, for example, and vehicles. The other big measurement that is important these days is what's called vehicle miles traveled. It has a direct relationship to the whole climate aspect. There're all kinds of measures; there is a lot of data. TRPA should be able to provide that. And in terms of trends, the other part of the equation is where we need to go with that. What are the other alternatives to getting folks out of their car and putting them into what? These are the types of questions we look at and go through all the time. Mr. Wood asked what the trends were. He asked if there has been uptake on public transit transportation over time. Mr. Hasty stated that during COVID, transit took a hit nationally, then a lot of hesitancy to return. One of the things that TTD did in South Shore was offer free fare. He said we actually saw our ridership increase by about 50%. Accessibility and convenience are factors. He stated the micro-transit in the Incline Village/Crystal Bay had a ridership of about 40,000 people over the summertime. He said we would see interest in that again; it's convenient and easy. People do like the convenience of their cars. The challenge with transit is finding drivers. When we look at other successful mountain resort communities, paid parking and public transit are key elements to their success and minimize automobile use inside their areas. And that's where Tahoe needs to go.

Public comment:

Doug Flaherty thanked Carl for coming. Mr. Flaherty asked how many public parking spaces are there half a mile of Sand Harbor down the highway through Crystal Bay. Mr. Hasty stated the majority of parking spaces that you see along 28 are essentially unofficial on the side of the highway parking spaces, which can be as many as 1000 vehicles parked along SR 28 stretches between Incline and Spooner in the Summertime. The other public spaces are at Sand Harbor. The trailhead parking has 90 spaces, and we're looking to add more there on the shoulder if possible. For the basin, there are very few public official designated parking spaces. The majority of parking in the Lake Tahoe Basin is all private. Mr. Flaherty asked for unofficial legal parking and public parking between Sand Harbor and Crystal Bay. Mr. Hasty stated he doesn't have that data; the Corridor Management Plan includes an analysis. Mr. Flaherty stated TDD made the statement that Sand Harbor parking overflow will reduce trips and parking. He asked if you are subtracting those public and unofficial spaces, you'll need to

count how many spaces you have. He said you have GPS. He said you guys had made a statement that this overflow parking reduces trips and parking. He said he is having a hard time without the data to support that. With all the technology with NASA and GIS, he asked how many public and unofficial parking spaces are there in the Tahoe Basin. Mr. Hasty said inventory is in the 2017 corridor connection plan. Mr. Flaherty requested a copy of that plan; Mr. Hasty stated he would send the link. Mr. Flaherty asked about the steering committee for public involvement. He asked who makes up that committee. Mr. Hasty stated there's several TTD board members appointed to that, including Commissioner Hill by the TTD Board. We are looking to add several community members to that committee to act as a steering group. He said it's an existing committee. Mr. Hasty lost connection. Mr. Flaherty said it would be a publicly accessed noticed meeting. Mr. Hasty confirmed.

Carol Black thanked Mr. Hasty for joining us. At the beginning of your presentation, you described a site assessment of this site for use as an inclined transit hub. That's not program planning. That's a site assessment. You veered off in another direction in this conversation, talking about all the things that will happen about program planning. She said she wishes she could believe that, but up until now, over the last two or three years, we haven't seen any diversion from the initial program planning that was actually embedded in the 2017 document you just referenced. Mr. Hasty you've contested where she got these numbers. She said out of that document; it projected for an Incline Village transit hub a total of 350 parking spaces; in addition, there was another 100, or some odd for the Tunnel Creek. Now that you've cut those numbers down substantially, probably about half since then. She said the best she could tell, none of this was based on comprehensive program planning. There was no benchmarking, very little data, no assessment, no look at external programs that were openly discussed; they may have been looked at. There was very little done about capacity management and demand management. Zion Park has instituted a prescheduling reservation process for vehicles wanting to transport somebody to hike on one particular popular trail coming summer. She said she hadn't seen that thought about. Maybe it's been done privately, but we haven't seen that. Throughout the last year, this process has concentrated on buying that property despite the objection of 1800 or more Incline residents who said it's not going to work for that purpose in our community, for various reasons, minimizing the discussion about parking. Who's kidding who, this is a plan; this transit hub is a plan to bring vehicles and park them in Incline and transport them to the SR 28 recreation sites. It's not a comprehensive transportation plan for dealing with demand capacity management, what capacity can we offer to people who wish to visit those sites, and what kind of approaches they need. She said she was glad to see him come here, glad to hear this discussion about public input. She said the issue isn't whether that's old elementary school property is the right place. The issue is if a transit hub an Incline makes any sense. Incline is a little community, not a town center; it's barely a village. Does it make any sense to be bringing all these vehicles in. There need to be alternative approaches explored and implemented; demand management and capacity management need a free book ticket to come. She said she doesn't have the answers; she said she isn't a transportation expert. She said she asked Mr. Hasty to think about this kind of approach. It shouldn't be a site assessment. It should be an honest program planning project based on data. People have asked you repeatedly for data tonight, and you think there's some. She said we ask TTD and TRPA for an honest assessment of need demand, where's the volume coming from, and how do we manage it. And we may need to manage the volume by turning some of it away. Mr. Hasty stated he would pass along those comments to the land managers who are looking at reservation systems. TTD doesn't have control over that. Ms. Black stated we need to get off the issue of site assessment and get into the issue of program planning.

Sara Schmitz thanked them. She said she appreciates the excellent comments by the CAB members and community members. She referenced Ms. Black's comment about a reservation system that major parks implement, but Mr. Hasty stated that's not what TDD does. The issue of the problem is that is we aren't looking at the big picture. She said Mr. Hasty answered Mr. Lyons' question by saying

the problem that was trying to be solved was how to get people to in from the Tahoe Basin without cars. Building a transit hub doesn't accomplish that whatsoever. The big picture is getting people Sand Harbor. And we can look along SR 28. And based upon the trash that's left behind, we know that most of these people are potentially coming from Reno and Carson City. And Reno and Carson City continued to grow; what would make sense about doing a site assessment to look at and evaluate site assessments outside our basin. Suppose you're really trying to get people here without adding vehicle miles traveled and thinking about the ecology of the basin. Why aren't you assessing sites outside the basin like Reno or Carson City? They are planning to eliminate the parking on SR 28. As Mr. Hasty mentioned, that's about 1000 parking spaces. Incline Village does not have 1000 parking spaces to solve the problem. Why don't we look at truly solving the major problem, which would involve reservations at Sand Harbor, so that people would potentially then pick up a bus outside of the basin and be bused directly to Sand Harbor that actually accomplishes all of your goals that you're trying to accomplish? The plan and the thought of what's going on, you're creating the problems, not solving them. You're creating more vehicle miles traveled, you're creating more cars in the basin, and you're going to be creating more parking issues as parking on SR 28 is eliminated.

And those 1000 spaces are not being added anywhere. Why is it that the site assessment isn't looking at sites outside of the basin and getting people here? This is not solving the problems of people who live in Incline Village and want to get around our community. This is specifically to solve a problem about parking and getting people to Sand Harbor and getting people to hiking trails and destinations along SR 28. Why don't we actually try to solve the problem and put in a transit hub in Incline Village doesn't accomplish it. Mr. Hasty stated he agrees; it doesn't accomplish it by itself. And this is why the other components on SR 28 are important. This is about safety as much as anything because there are many unsafe conditions and we've heard plenty from incline residents about the unsafe conditions on SR 28. He said he didn't disagree with Ms. Schmitz's comment. Ms. Schmitz stated she doesn't disagree that SR 28 has safety issues. But in reality, you have to understand it's 1000 parking spaces and those 1000 people when the no parking signs go up on SR 28; it's actually going to exacerbate the current problem. And what it's being done is to drive revenue by having meters in all of these parking places. He said he doesn't want to call them lots, but these parking facilities will not be nearly the same amount. But there's going to be now a revenue-generating concept that's happening there. But what happens with those facilities is that they are not open and are not plowed in the off-season, when and let me just say it's winter. And so often, in our winter, people do park on SR 28, because those lots are closed in the winter. And that's a wonderful time for hiking. We have beautiful hiking those gates close up in October this year. We didn't even have snow until mid-December. So, by doing that you're also creating other problems in the off season. There needs to be a steering committee that is truly looking at the big picture and is trying to actually solve the big picture problems.

Pamela Tsigdinos said she wanted to echo what Sara said and build on that a little bit further. We all agree that we have traffic and congestion problems that have been exacerbated by lots of tourists coming here throughout the pandemic, lots of tourists who are hearing about it from any number of social media networks. She said she would like to point out that even though TTD and Incline Village/Crystal Bay all acknowledge we have a significant parking and congestion problem. We have one other driver, which is the elephant in the room. We have another government agency spending money advertising the Tahoe Basin to the world. She said she would argue with County Manager Brown and Commissioner Hill and tell them, please consider thinking about the safety and the well-being of the Tahoe Basin, Incline Village, Crystal Bay community. Ask your colleagues who sit on tourism boards to please consider not advertising until we've solved the infrastructure problem. The infrastructure problem is not going to go away. By advertising the Tahoe Basin to the rest of the world, we're exacerbating and creating safety and health issues related to forest fire season and now snow impacts. She said she wanted to be on the record, saying, let's look at the elephant in the room, which is we need to figure out where the priority is revenue or community safety. Thank you.

6. TAHOE KEY PROPOSED USE OF HERBICIDE TO LAKE TAHOE TO TREAT AQUATIC INVASIVE SPECIES – Chair Becker stated that last month the CAB had presentations from Madonna Dunbar on the Tahoe Keys' proposed Control Methods Test that is designed to test multiple treatment methods, including aquatic herbicides, to inform what combination of methods will give the best chance of treating aquatic invasive weeds in the Tahoe Keys in the future. Dennis Zabaglo, Aquatic Resources Program Manager, Tahoe Regional Planning Agency was unable to attend to discuss TRPA's role in this process and he has agreed to make a presentation at our January meeting. With the many hearings in January, 2022 on this issue it is very timely. Please see the list of hearings kindly supplied by Ms. Dunbar under Additional Meeting Resources." (Non-Action Item)
Chair Becker introduced Dennis Zabaglo. Mr. Zabaglo provided a PowerPoint presentation overview of the proposal by the Tahoe Keys Property Owners Association to conduct the test

Chris Wood asked about the Taylor and Tallac Creeks. He asked if those are going through aquatic invasive remediation at this point under another organization. Mr. Zabaglo stated that another project that just started is a Forest Service-owned property, but TRPA is managing the project. It's a joint project between TRPA and US Forest Service, which owns the property. It's a 17-acre infestation of your mainly Eurasian Water milfoil. So that is the largest attempted project, but the largest completed project is Emerald Bay, at about six acres. That project just started about two-three months ago. Mr. Wood asked if they used the bottom barrier procedure to attack the problem. Mr. Zabaglo said that is one of the methods being utilized and diver hand pulling as another likely method. Mr. Wood asked if they are standing by to see how successful that is and part of the consideration process. Mr. Zabaglo stated we have quite a bit of experience with the bottom barriers. Being able to expand that to treat an entire system like the Tahoe Keys would be ten times larger than the Taylor/Tallac project. In previous trials, a bottom barrier is used in the Tahoe Keys and other areas; depending on water flows and circulation patterns, you have sediment that builds up on top of the bottom barriers themselves. Then the weeds grow on top of those. And so, with the Taylor Tallac system, it's a little bit more shallow, and flow rates through there that prevent some of that sedimentation from occurring. But this project is a test project, so there's always adaptive management; that's another key aspect to this project. So, anything that's learned along the way, outside of the Keys, can certainly be used to evaluate or make course adjustments along the way. Mr. Wood asked what was being done about other areas around the lake. Mr. Zabaglo said We are continuing to do projects. We've had a lot of success. We have this localized eradication. Satellite populations are less and less impacting the North Shore because of the success we've achieved. We do continual monitoring to ensure those areas are maintained as weed-free. Emerald Bay was weed-free for many, many years. Once we had a big winter, areas were rewetted that allowed the lake levels to rise with all the additional snow melt. We did see some sprouts come up there but because of the constant monitoring, essentially putting in a rapid response action to pull those little plants that emerged on a smaller scale. He said 12 individual little sprouts were found near the mouth of Eagle Creek. The other area that was actively treating is Lakeside Marina in South shore. That's using multiple methods with bottom barriers and ultraviolet light, but that's a persistent location where we're continuing to conduct treatment there and implementing new best management practices like what's called a bubble curtain. There are two installed at the Tahoe Keys. There's one at Lakeside, and now there's also one at a Point Marina on the Nevada side, also near the South Shore. In the Tahoe Keys, these bubble curtains are helping prevent fragments of these plants that can sprout new plants from leaving the area and being put in place at Lakeside and outpoint to help protect fragments from coming in from other locations to protect the investment of that treatment. Ski Run Marina is another area we'll need to focus on soon. But that's another complicated dynamic system with various inputs from stormwater sediment issues. As mentioned earlier, that laminar flow aeration was the first time it was used in Tahoe was being piloted at Ski Run Marina with some interest.

Kevin Lyons asked how you were going to do the AB or ABC testing within those groups; how is that

going to be evaluated over time, especially some of the ones that may mix. He asked how they could evaluate the effectiveness. What is the experimental design? Mr. Zabaglo said there'll be a series of monitoring approaches, ensuring that we have different methods to understand what is happening. And so hydroacoustic scanning is one of the methodologies that we have that provides sonic feedback that can give you an assessment of biomass. Also, divers monitor tracks and diver surveys of transects within those test areas to see what plants and how plants are being affected. There's also some grab samples to pull to see what the health of these plants are after treatment and video assessments of those areas. There are multiple ways of monitoring to assess the efficacy to understand what method or methodologies can give a 75% reduction in that biomass. Mr. Lyons asked if that 75% reduction is over a season. Mr. Zabaglo stated there is the initial knockback, and then multiple years beyond year one would have those different treatment methods to see if that 75% reduction can be maintained.

Judy Simon thanked Mr. Zabaglo for the excellent presentation. My concern is that we know that herbicides will kill weeds, but we don't know the effect of those herbicides on our drinking water. And it is the use of herbicides if this happens in the spring, we'll be the first instance of using these poisons in a lake like ours, which is one of the unique lakes in the United States, if not the world. So that's really my concern. Not that the herbicides would kill the weeds because they will, but what are the consequences of using them. Ms. Simon said she realizes this is a test, but what happens in these instances where herbicides have been used in other lakes and rivers, and as Mr. Anderson said, in the Sacramento Delta, those are very different situations than we have in Lake Tahoe. Mr. Zabaglo stated the draft analysis does investigate the different potential impacts of any of the methodologies has, and certainly health impacts to drinking water were analyzed. And based on the types of methodologies in the aquatic herbicides being proposed, that was not evaluated to be a significant impact or potentially significant impact. And with mitigation, reduced to less than significant. The impacts of drinking water, after mitigation, were considered to be less than significant. There's quite a bit of information in the analysis itself. There is information on the specific proposed herbicides that are being considered with quite a bit of understanding the health impacts, if any, to people and animals and native plant species that we want to encourage growth of. Ms. Simon said because, as most of us know, there have been various proposals to work with the animals and plants in the lake that haven't quite turned out the way it was anticipated. She said she has been looking at least 3000 comments that Lahontan has just posted on their website. Most of those comments in favor are from residents of the Tahoe Keys, and the rest of the lake residents are not that comfortable with this. She asked if there would be any attempt to analyze those comments for the board. That board meeting is coming up next week. She said she serves on the APC. And Alexis serves on TRPA. She asked if there would be an analysis of these 3000 comments. Mr. Zabaglo stated each comment was responded to with responses from the agencies. He said he wasn't sure what other kind of analysis you might suggest, but each comment received has a response associated with that. Ms. Simon asked where that is posted. Mr. Zabaglo stated that it is part of the final analysis that was put on the website. The range of comments and the responses are in the main body of the document, and then a copy of all the comments is received, or what's part of Appendix A. He said chapter two of the final analysis is what has all of the comments and responses.

Chair Becker asked if there was any consideration to protecting IVGID by an indemnity if something did go wrong which would add pollution and require IVGID to spend more money on treatment than it's currently spending. She stated that IVGID currently does minimal treatment, and there's no money set aside for additional treatment facilities or additional treatment costs if anything should happen as a result of this herbicide application. She asked if there was no concern about that being an issue.

Mr. Zabaglo said there's no concern. He said what we understand from dynamics within the lake, the Keys and how these aquatic herbicides degrade gives us a lot of confidence that these impacts are

less than significant. With all the mitigations that are being proposed and required, if anything is approved, the likelihood of them escaping into the lake is reduced. And then beyond that, if that were to happen, it's quite a long distance for anything that would escape from reaching a drinking water intake. And with the volume of water that Palais holds, the ability to detect anything would be pretty unlikely. Those mitigations are trying to keep everything within the Keys with those double turbidity curtains treating when the flows are coming in from the lake into the Keys. And then continual monitoring directly outside those turbidity curtains to see if anything escaped that. And then that would give any heads up to then put in aeration that would be required additional turbidity curtains within the Keys itself. And then just the time these things persist, and generally, in a few weeks, they degrade. So, the likelihood of anything reaching any drinking water intake even closer, much closer than IVGID is it's very unlikely.

Chair Becker asked if they will be doing constant monitoring for a period of time after the application.

Mr. Zabaglo stated until there's no detection of anything, which is expected to be a few weeks at the most, based on previous studies of degradation in other areas. And so those turbidity curtains would remain in place while anything is detected within the test areas still. And also, continual monitoring out outside of the test areas and monitoring within the lake proper.

Chair Becker asked if there is an emergency plan if things go unexpected or if something went awry.

Mr. Zabaglo stated those mitigations are part of that response that you would add aeration to then further break those down before they could escape further. Additional turbidity curtains could also be used as well.

Public Comment:

Doug Flaherty thanked Mr. Zabaglo for attending and providing an explanation. He said it's a sad day for this to get to this point, but without revisiting all the reasons why TRPA leadership let us down on this, we're faced with this issue. He asked if Keys residents favor this because it's more cost-effective than, let's say, getting an army of people out there removing it by hand. Mr. Zabaglo said the test itself is designed to determine the true cost; that's still a bit of an unknown. Herbicides, if they were the primary method, there would still be a significant amount of mitigations and monitoring, as there would be with any methodology. So cost is really one of the outcomes that is expected to be learned from a test project. And so, investigating what different methodologies is going to give us the best chance and that might not include herbicides. That's what the test is designed to do to tell us what methodologies or combinations of them will likely lead to long-term maintenance of the problem. That would require another environmental analysis depending on what methodology reveals to be most effective. Mr. Flaherty asked if cost-effectiveness an issue. Mr. Zabaglo stated for TRPA, the cost is not a consideration. Certainly, anything that is unfeasible from an implementation standpoint isn't really worth investigating. At this point, we're doing a test to find out what is going to give us the best chance. We have that test proposal that would allow us to find that information.

Carole Black stated she had to step away from the beginning of the presentation, so she missed it and listened to the end and gathered the plan for a test. She said it's obvious you've done a lot of thinking, a lot of preparation, a lot of thinking of how we can avoid and mitigate issues. She asked if it's going to be ok to drink the water next summer. She asked if it would be ok for children to drink this water and how do you know it will be. And is there any further testing that could be done before you kind of unleash this in the natural environment that potentially, although unlikely, affects our water supply. These are the concerns that people are raising. She asked if there any test environments where this could be tested further before it gets near the water we drink. Mr. Zabaglo lost connection to the meeting.

7. CAB BOARD MEMBER/BCC NEWS AND ANNOUNCEMENTS — This item is limited to announcements by CAB members and Commissioner Alexis Hill. (Non-Action Item)

Commissioner Hill said she wanted to make sure that the community knows about the first and second readings coming up on this issue. She said she believes it's January 25 as the first reading when we consider the dissolving of the constable's office. She said she wasn't sure if people had a chance to watch the meeting. She said she voted against this as there was enough information. She introduced Corey Solferino from the Sheriff's office and Washoe County manager Eric Brown.

Washoe County Manager Eric Brown stated as the Commissioner stated, on our Board of County Commissioners meeting on the 14th, there was a three to two vote to move forward with consideration of dissolving the office of the constable, which set in place a process to develop how that can happen. In other words, a transition plan is an operating plan that primarily involves the Sheriff's office and Department of alternate sentencing and others. And at this point, it's tentatively on the agenda for January 25 that could change based on the development of the plan and its readiness. The discussion is about how to avoid any reduction in services to the community. There seem to be perceptions that this is being designed somehow to reduce services to Incline Village, Crystal Bay. That is that's not the case, but rather to look at reallocation of resources between the Sheriff's office and others, and perhaps do it more efficiently and more consistently with what other areas of the County do with regards to these kinds of things. He said Cory is more intimately involved in developing the plan but thought he would be here to provide that update for you and ultimately take any questions.

Corey Solferino, Washoe County Sheriff Captain of the Incline Village substation and South district patrol, provided an update. He said a few weeks ago; he met with Sheriff Balaam and Manager Brown when this was brought to our attention as far as the possible elimination of the incline constable position. He said he heard many comments about the reduction in services and was concerned about some of our staffing increases due to the Dave and Cheryl Duffield foundation public safety grant. He said he just wanted to assure the community that wouldn't be the case. He said he has looked at a couple of different options. He said he had a great meeting with Judge Tiras last Thursday looking at everything that the current constable does and seeing how those could be absorbed into the Sheriff's office, including daily activities and supplementing the court with additional bailiffs. He said we could do it without reducing and even enhancing the services by communication and collaboration. We work well with the court. But when we're not present in the building, some things are happening within the quarter unbeknownst to our officers. When we're doing community service, we're serving TPS, serving evictions, assisting the Department of Alternative Sentencing for some people who may be under a day reporting sanction of the court, whether it's breath and alcohol testing, urine testing for controlled substances, and or just employment checks. Many of those people under those services are unbeknownst to the Sheriff's office. So, our deputies are very intimately involved, obviously, in our community. Because we have consistency and now reporting for daily work in the Incline Village area, it's not just a beat; these deputies are assigned to the area where they get to know those people, frequent players, problem locations, and problem areas. By having someone embedded into the court will help us better use those services in meeting with Judge Tiras. The court pretty much operates Monday through Thursday, with Mondays and Wednesdays being the heavy days for court and traffic court. Thursdays are potentially reserved for trials. When he's not in court doing the constable's duties, he could be out in the community checking on those offenders who may be under day reporting sanctions, keeping close your eyes on him, and being a community liaison. So, when this matter goes before the court, if the Board of County Commissioners does determine to dissolve the constable position, when we make an executive presentation to the BCC, we are prepared to we're prepared to take it over if needed be.

Kevin Lyons asked what the history of this constable office redesign, reoperating. How does it relate

to the attempt to get rid of the local judicial office in general?

Manager Brown said he doesn't think he can speak to the history here or in broad terms. Regarding the long-term viability of taking the court away, I'm not aware of any decisions that have been made in that regard. In fact, my office's been asked to work with the Sheriff's office and others to determine if there's a more suitable co-location arrangement that can be made to kind of support what Captain Solferino just told you. So, if there are those out there who think this is the first step towards taking it away. He said that is a possibility, but the direction he has been given is to look at how we might move forward with a co-location arrangement. Maybe with other additional counties services beyond the Sheriff and the courts, you'll see some effort in that direction going forward.

Kevin Lyons said to clarify, when you say co-location, you mean up here or down in Reno. Manager Brown said in Incline Village, same building, or same property.

Chair Becker stated that much of the community upset and concerns arose because the community was unaware that this activity was being proposed and there was no community input solicited. Also, she said the community was concerned about the future of retaining the local Incline court itself. She requested that Manager Brown or staff provide a presentation once staff starts to look more seriously at what they are going to propose to do with the courthouse up here so the community can have input. It would make the community more comfortable knowing what decision is being made, and having the opportunity to provide input if a decision is being considered to terminate the Incline courthouse and also it would make the community more comfortable to know if that is the decision, that the courthouse probably going to stay here. We would really appreciate knowing that.

Manager Brown stated he is willing to make that commitment. In defense of your commissioner and myself, he said discussions are going on between the commission as a whole, beyond district one and the courts. That's a different branch of government. He said he wants this group to understand that the courts also will have a say in how this moves forward. It's not going to be just the commission. He said he thinks that was true with the constable decision. So, to the extent that decisions need to be made going forward, and there's an opportunity to bring it to the community to get input, he said he is all for that. He said there are times when decisions have been made due to factors beyond his control or our control. He said he is happy to commit that to the best of his ability.

Mr. Wood asked Captain Solferino what the cons were for eliminating this position. What were the reasons not to eliminate this position of the constable? Captain Solferino said Honestly, that's probably a question better served by Judge Tiras. The comfort of the court and that relationship that's happened for some time. He said previous to Constable Kubo, there was a break in service for a bit and they named a chief bailiff instead of a constable for a short period of time. He said he didn't know what happened with that. He said he was presented the opportunity to sit down with Judge Tiras to look at the job functions of the court. Jobs functions included issuing traffic citations of TPOs, protection order; civil process, monitoring those misdemeanors under the court's direction, and then just running the day-to-day court security. Those are issues that we run daily down in the valley. He said he had the opportunity to be the second Judicial District Court sergeant. He said he is very intimate with those procedures and trials. He said he has a good understanding of what it would take to get that up and running an Incline Village. He said he could say how his office can enhance those services, but it would be better served probably by Judge Tiras to answer those questions about the continuity of care and what the court has been doing up there to this point.

Yolanda Knack stated she could recall voting for the current constable as it's an elected position. And so, deleting it is going to take more than what you think you can what you're planning. You can't just like cut like a senator or any other elected position, especially in just in the middle of their term. She

said there is some process to deleting an elected official. She suggested looking into that.

Sara Schmitz thanked County Manager Brown and Captain Solferino. She said this is another example whereby the community and the residents of Incline Village were somewhat blindsided by an agenda item that was put forward in December; we find out about agenda items three days in advance. She asked to know how and when this process will be changed so that our community is involved and informed before decisions are made and that we can be engaged and involved before not after.

Helen asked Captain Solferino, in taking over these responsibilities of the court, what does that mean for traffic safety. She said she doesn't think there are enough sheriffs maintaining traffic safety on our roads now. She asked if this means you'll get additional people to cover the courts. She asked if this would be taking Sheriff staff off our roads.

Commissioner Hill thanked Captain Solferino and County Manager Brown for coming to talk about this issue for the community. She said she would be in touch as we learn more.

Chair Becker announced that the Tahoe Transportation District has a meeting on January 5, 3 p.m. - 5:30 p.m. At that meeting, they will discuss how to raise \$20 million a year for transportation improvements and transit services around the Lake, including a number of taxes, assessments, and charges. The meeting includes several decisions on potential sources of revenue. She encouraged the public members to review the staff report on the Community 1st website, or email her if they don't have access to the Community 1st website and she would send it to them. She stated that this is one time where the community has a chance to give input early on. She also stated that there is a list of agenda items for the future weed project on the CAB website if anyone wants to make a public comment on that proposed project at the upcoming meetings.

Chair Becker announced that the Boulder Bay project developer will make a presentation to the CAB on February 7 or March 7. Another important issue that's come up is concerns over evacuation in an emergency, and Chief Sommers of the North Lake Tahoe Fire Department will do a presentation on emergency evacuation at the March 7 CAB. She stated that concerns were expressed today on affordable housing and that the CAB will work with Commissioner Hill to bring in some speakers on this subject. There are sources of funding in California that don't exist today with the state of Nevada. Citizens could start pushing both at the County and the Nevada State level on that subject. It's a critical subject for us. And if anyone has ideas on issues that they'd like to see addressed, if you can send them to Marc De La Torre at our CAB office, he will add them to our list of potential cap agenda topics. And those are my comments. Who else has comments?

Denise Davis stated she wanted to remind everyone of the community forum this Friday at 9 a.m. in person or online.

Ms. Simon stated she wanted to make sure the board and public know that those other meetings are coming up; it seems like herbicides are a done deal, but it's really not. It has to be approved by Lahonton and then APC and TRPA. We've got those meetings outlined in Community First and Community Forum. It's the 12th for Lahonton, and the other two are the following two weeks. The dates are up on the website.

8. APPROVAL OF MINUTES FROM PREVIOUS MEETING DECEMBER 6, 2021 (for Possible Action)

Judy Simon moved to approve the minutes of December 6, 2021. Denise Davis seconded the motion,

which carried unanimously in favor.

9. APPROVAL OF THE MINUTES FOR THE MEETING OF NOVEMBER 1, 2021 (for Possible Action)

Kathie Julian moved to approve the minutes of November 1, 2021. Kevin Lyon seconded the motion which carried unanimously in favor.

Chair Becker asked for feedback regarding the draft minutes and edits moving forward. She proposed someone gather the edits to prepare the minutes for approval. Mr. Lyons suggested it be done to comply with the open meeting law. Kathie Julian offered to make those corrections; Chair Becker stated she will make sure she can make the edits as a CAB member.

10. GENERAL PUBLIC COMMENT — Limited to no more than three (3) minutes. Anyone may speak pertaining to any matter either on or off the agenda. The public are requested to submit a "Request to Speak" form to the Board chairman. Comments are to be addressed to the Board as a whole.

Carole Black stated she wanted to congratulate you on a very good agenda and lots of important topics, and hopefully, this will continue. It's a great way to get this effort moving along and applaud your efforts. She said she wanted to comment about one of Carl Hasty's comments, but he's abandoned us. She said she would communicate with him privately. She thanked the group and Diane for all your efforts.

Denise Davis asked why the meetings weren't available to watch. Marc De La Torre stated that they are available for a short time. Once they're recorded and sent to Misty Moga who transcribes them, there only so much room that can be saved with all the recording of the CABs.

Chair Becker asked for a motion to be made for adjournment. The Motion was made and seconded and all CAB Members voted in favor of adjournment.

ADJOURNMENT - Meeting adjourned at 8:11 p.m.

Submitted By: Misty Moga