



Incline Village Crystal Bay Citizens Advisory Board

DRAFT: Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB.

Minutes of the Incline Village/Crystal Bay Citizens Advisory Board meeting held via teleconference on June, 2022

1. CALL TO ORDER/ DETERMINATION OF QUORUM - Diane Becker opened the meeting at 5:30 p.m.

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

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

3. GENERAL PUBLIC COMMENT – There were no requests for public comment.

4. RESORT AT TAHOE UPDATE – Ebbie Nakhjavani, President CEO, EKN Development Group, and Tom Jacobson, SVP Development, will make a presentation on the development project in Crystal Bay known as The Resort at Tahoe (formerly Boulder Bay, including a discussion of the work that will be ongoing this summer, and an overview of the proposed development project. This will be an opportunity for the community to learn about the condominium project and to give comments to the developer. (Non-Action Item)

Ebbie Nakhjavani, Thank you, Diane, I really appreciate it, and members of the board, nice meeting you. I haven't met all of you before. So very nice meeting all of you electronically. Thank you for the time. So we're very excited, as always, to be moving forward with the redevelopment of the Biltmore. It is a great project. And I believe it will be a major asset for the community, especially how we're approaching it and looking at implementing all kinds of great community-facing amenities as part of the project. So as we've said before, we are moving forward with a plan exactly following the current entitlements that were granted by the TRPA and Washoe County. The goal is to bring your project forward with significantly more community facing elements than originally contemplated when it was approved. However, staying within all of the existing entitlements requirements as we redesign or reimagine the project's functions. The most important thing is we acquired the property late last year. And we've been very busy with our team of designers and advisors working through all of the complex regulations and the regulatory agency requirements in the Tahoe Basin. But it's been a great experience. We've been going forward as we understand how to comply with everything. We had planned, and we're wishful that when we acquired the property, we would move forward with demolition and a great majority of the construction starting this year with taking the parking lot out and starting to build the road and start the road construction. However, the permitting process is quite complex, and a few elements needed to be put in place. And, then, somewhat exacerbated by the fact that of this seasonality of construction in Tahoe. We're very committed to the project; the funding is not an issue that the initial capital has already been funded, and we've not experienced any funding issues or financing issues. We are now looking at potentially doing some work this year. We're not any heavy work, but doing a little bit of parking lot work and, you know, building portions of the road, very light construction this year, and most of the construction

starting in May of 2023. Also, this has a very strong positive impact by lessening and lowering the regional, regional and local impact of the current highway 28 project. Doing both of those projects at the same time, I think, would have had a pretty significant traffic impact. So and we're looking at during this process, we're also very heavily involved and looking at exploring ways to assist with the transit traffic, as well as the much-needed workforce housing that wasn't previously addressed. We're now not just looking at complying only with the conditions of approval and what the project was conditioned to provide, but rather taking a hard look at how do we create an environment and create workforce housing for our employees that we plan to have, as long term, creating careers rather than just job opportunities. In that spirit, it's all hands on deck working round the clock every day, we're targeting submittal to the TRPA hopefully before the end of the summer and then probably the next couple of to three months. The community has been waiting obviously for years for this to happen. And I'm very proud and happy, and I walk around North Lake Tahoe, talk to people, all the various functions we've attended, and we've received very well. I'm really happy to be the part of the group that will implement this project and finally bring it to fruition. We've been working hard collaborating with the local communities, agencies, representatives, etc. Our ongoing community outreach is almost weekly. I'm up there every other week, shaking hands and meeting with people collecting comments, and really understanding what the needs of the community are from on a personal basis. The feedback been fantastic. We've been working with Keep Tahoe Blue and TRPA. And you name all of the all of the relevant agencies up in that region. And we've had great feedback and are working very hard to incorporate most of those comments into the project. I want to emphasize that when this project opens there's going to be a great focus on how do we attract from the local community to come and enjoy the amenities from the restaurants we're providing. The biggest distinction between what we're proposing and what was approved before is that you had no business being on this site if you weren't a guest at the hotel or didn't own a condo, and that's the opposite of what we're designing. We've changed where the experience the arrival experience is at the top level. It allows people to come in enjoy the restaurants, the bars, get great views of the lake, and bring their families, relatives visitors to visit there; we're creating a growth area for the community so that we could create all kinds of small events, etc. but for the local community. Food choices across our retail curated retail space, this project will survive and thrive if the community embraces it and uses it as part of the village feel here.

Kathie Julian said it would be great if you could enlarge the facility's diagram as planned. And I recognize that you're saying that there could be some adjustments. Would it be possible for you to walk us through this? The approved project may give us some idea of what might change?

Mr. Nakhjavani said so we're adhering to exactly this footprint. So as you can see, I don't know if you guys, if everybody can see my cursor, but building A is already constructed and open. So moving from there, Building B will be residential; it is currently planned as residential, Building C will be residential, and buildings D, E, and F will be part of the hotel. So those will be hotel rooms. What's gonna change probably is more of the kind of the look and the feel of the project as opposed to, for example, building heights or building footprints, etc. We'll have the casino here as part of building E. And, and building H will have some residential on top. And G will be some meeting spaces and some residential units, and the first level will have retail along the highway. One of the major changes that we made was some parking spaces along the highway along SR 28, which were actually, they're not shown on this plan, but the approved plans had a driveway that came in parking spaces along SR 28. The retail-only face the highway. And the issue we had with that was that the retail was more of a strip mall, kind of the repeat of everything that's all around Lake Tahoe. Our goal

was to create a sort of the village feel, where people come here, all the parking is underground. When people come here and park and come up. This is the area between all of the H F and G buildings. We call this the grove and all of this retail along the highway. It has been designed now to have a front and a back, open one to the grove and the other to the SR 28. So it's a two-sided facing retail. And it's being serviced from below. And that allows the retailer to not just become a highway frantic retailer, but rather retail that services whether it's food and beverage, a cheese shop or just a straight retail project. And it would integrate with all of the amenities in the hotel and building F by creating, again, a grove that will allow people to gather and enjoy maybe a summer concert or those types of events and it will be a great place for the for the committee that can be.

Judy Simon said I think this still seems a little bit short on detail, especially if you could outline what your plans are for this year, when the excavation is going to take place and some of that timeline. Then, can you give us some idea of how many residential units you are planning and how many hotel rooms?

Mr. Nakhjavani said so in terms of your first question, in terms of construction, again, because we don't have all of the permits to go forward, and then also some decisions went into keeping the Biltmore up, as opposed to demoing it this year. And I'll get into that. But we'll probably end up doing very little work back here, where the area we're building B is, and potentially starting the construction of the road construction of Wassou Road. State Line Road and Lakeview will probably be delayed until next year as part of our work next year. So again, you will see very little work being done this year. Part of our plan was to demo all of the buildings; we have remediated most of them, and the asbestos is out of most of them. What we had a little bit of a complication in that when the season for our contracts ended for workforce housing. Most of the people who were staying there wanted to stay there through the summer. So we agreed to do that, not knowing that our permit. The whole Biltmore had one permit, and everything was operating under one permit. And that permit included the casino and the hotel operation. So before we made the decision not to demo the Biltmore Hotel itself and keep it open as workforce housing, we actually had already proceeded to close the casino base to comply with the gaming regulations, not knowing that, once we give up that permit, then we don't have a permit to operate the hotel either. So then we decided to pull permits just for the hotel, which didn't pan out. Because when you try to pull new permits, then the entire building becomes subject to inspection. And, as you guys all know, I don't think there's anything about that building that's going to pass any kind of inspection. So we were not able to renew our permits to keep it for workforce housing. And we made the painful decision to not keep our hotel open for workforce housing. And unfortunately, we were unable to accommodate everyone. We accommodated most of those workers in the granite building across the street. But what we've now so what we've done is rather than demo and try to deal with all of the post demolition issues in terms of runoff into the lake, etc., we decided that the safest way is to leave the buildings in place until we're ready to move forward with all the grading. So as I said, to repeat this year, we'll do a little bit of parking lot work around building B, some excavation, we will be most of Wassou connector which I'm pointing yet right now, and then will delay the rest of the construction, demolition and construction of the roadways until May of 2023. In terms of your other questions. As I said, we took over this project in November. And you can imagine, for a project of this magnitude and this size, we could have just gone forward and built exactly what was approved. But we didn't think it was it was a concept that lends itself to a great being integrated into the community. So we're working hard to change those everyday things are changing, but we have a huge team of architects, interior design, etc. Working to see how we fit this new concept that we have, which has a lot of amenities and is open to the public. How do these buildings lend themselves to actually putting those units in there. So I don't have a final

answer in terms of how many units, but for sure, in very short order 30 to 45 to 60 days max, we're going to get all the studies back from our architects, which will have determine that. Obviously, we want to increase the number of units; the goal is to stay within those entitlements. So hopefully, we might even decrease them because we're going with a different type of design rather than a highly, highly dense design here. The goal is to open this up where it has a great feel for the guests and owners alike. So you know, within the next 60 days, let's say, we'll have ready plans, and it's going to be full disclosure. We'll bring all the plans, the unit counts, and everything about the project that has been designed. We will have many community outreach and townhall meetings where we will unroll everything that's been yielded from all the design work.

Ms. Simon said that as soon as you get a timeline, it would be very helpful, especially when this go when you go to TRPA. Mr. Nakhjavani said absolutely. In terms of timeline, next year, 2023, will be focused on grading the site; obviously, it's quite a bit of work and undertaking. So once we have the exact program, we'll be able to put an exact schedule together. I can tell you off the top of my head, and please don't hold me to this exactly. But the next year, in May 2023, we'll start the demo, grading, and building of almost the majority of all the roads. So we'll finish those. And then, from there, we'll move right into the vertical construction. And I'm assuming that's probably going to be winter or May of the following year. And we think that construction will take somewhere between three to four years after that. So that would be opening. The great news is that all of the work is limited to onsite work. So we need to do very little off-site work that will interrupt the traffic flow, etc. And during construction, part of our mandate by Washoe County is to keep on the roads operating. So there won't be a time when access will be denied to anyone who needs to use the roads. So either temporary roads will be built. And those are called construction means and methods. And we haven't gotten that far yet. But typically, for a project like this, the way we handle and are required to really maintain traffic flows while we're building new roads and taking old roads out of service.

Ms. Simon asked if anyone living on the site presently? Mr. Nakhjavani said no one other than residents and building A, no, there is no one. Ms. Simon asked if there was a caretaker or security. He said we have security, but they are not living there.

Roxanna Dunn said thank you for all the effort you are putting in to keep the community informed. I know that is a lot of work for you. My question is about affordable housing. Do you know how many units you will be supplying? What percentage of the total units might that represent? And is it intended for and possibly limited to people working at the site? Mr. Nakhjavani said great question, Roxanne. And thank you for asking that question. I started on this project even though we acquired it in November, but I started with previous ownership about three years ago. And the first issue I raised was workforce housing because I heard that not only just from the local community but businesses all around there are suffering from being able to provide housing for their employees. And we do quite a few projects in areas like this, where housing isn't just available as it is in a metropolitan area. So our current approval approved the project; we're required to provide 14 two-bedroom units on-site and 10 off-site. If you have a few couples living in those units, etc., at the most will provide housing for 30 to 35 people and potentially have about twice that many employees at this project. For us, that quality of project that we're building here, we will be working hard to not rely on temporary labor. I don't think we can avoid it 100%. But the goal will be to actually have trained people who can provide the level of service expected of a property like this. So we're working diligently to find workforce housing. We've been working with Placer County, where most of the opportunities are for providing workforce housing, including some of the disposition properties that the placer has. Everybody on this board is probably very familiar

and aware of how difficult it is to acquire property from public agencies. But our goal is to find solutions that will provide reasonable and desirable housing for all our employees. Some of it may be in the immediate vicinity. And some may be a combination of other provisions. Still, hopefully, we'll be able to attract number one from the local labor but also provide beyond what we've been, we've been conditioned to provide.

Chair Becker said members of the public have asked me to ask when you intend to level the cottages and the casino. From what you've said, that will not occur this year, but will probably occur in May of 2024?

Mr. Nakhjavani said probably April or May of 2023.

Chair Becker said I was told by the County that in the event of an emergency, there were always be someone on your project that can be contacted in an emergency for moving vehicles or other emergency needs.. Have you put into place or been discussing any emergency exit plans that you could tell us about to make the community a little more comfortable?

Mr. Nakhjavani said Absolutely. It's first and foremost on our list as well. So yes, we have met extensively with the fire department and law enforcement, and we've gone through the plans regarding emergency access and how it will be handled. So there are two aspects of it. One is during construction, and in answer to your question, absolutely, there will be a representative at all times, with several chain of command people that can be contacted during an emergency during construction. And in terms of after construction, clearly, once the roads are in place, meeting all the requirements has been part of the discussions about how people would evacuate it during a fire or other types of emergency, also, just beyond the simple road way design that ties into a very significant effort that we have with both fire and law enforcement as well as transit and traffic in and around the project, but also regionally. We're just as much part of the community here as any other residents. And we're building this project to stay. We're not just building some condos to sell and leave town. So the continued safety of our guests and residents for decades to come is of great and major concern to us. So we'll be working very diligently, and I think the community will be pleased. We've already participated in many different community outreach and community contributions to solve the transit and transportation issues. And that would be part of our emergency evac plans as well.

Chair Becker said when there is a point where you have an emergency evacuation plan that is in a stage to share with us, can you return to the CAB and present it to the community? I'm not asking this year; I'm just asking if you can do that in the future..

Mr. Nakhjavani said 100%. I think that's, again, we're not working independently on that. So we're actually part of we're working with the transit; we're working with all the different agencies to come up with that. There's long-term plans for really understanding the fires. Unfortunately, the fires are and will be a part of our lives for the years to come. So it's a fact of life that we all have to deal with. And the answer to your question is yes; we're working and want to be part of the solution. I think we can make a big difference. We contacted the two properties across from us, the Nugget and the Crystal Bay Casino. And so, we're also working with our neighbors to address access and traffic on SR 28. Chair Becker said we would appreciate it when you get the traffic transportation study and any emergency planning if that could be presented to the CAB. Thank you. Mr. Nakhjavani said absolutely that it would be part of the plan.

Kathie Julian said, going back to the evacuation issue. We understand from the North Lake Tahoe Fire Protection District that they're working more broadly with Washoe County that they're working with, and a third-party vendor to develop an evacuation plan and to hope to do some modeling on exactly how long it takes for vehicles right now to get out. Are you in conversation with them regarding potential numbers that could feed into their model? Because I think one of the things that communities are concerned with is that any evacuation model that the county authorities come up with now is factoring in the future as well. So can you enlighten us on that? Mr. Nakhjavani said yes. That's a very good point. And the answer is, yes. This project and the surrounding areas depend on zoning; the anticipated traffic generation will be incorporated into an evacuation plan. You can't say you have to develop it, based on potential future growth. One of our members is actually on the transportation board. So we're very involved in evaluating, participating, and implementing any kind of evacuation plan that will be put in place. So we're working very closely with those groups. And I don't have the exact up-to-date latest progress report on that. But we're actually on the board. And we're looking at the regional solution as well as the local solution.

Sara Schmitz said I really appreciate the presentation and thoughtfulness you're demonstrating here tonight. One of the questions I have is when I look at this map, we have limited throughput on SR 28. State Line Road. And I'm wondering when it comes to delivery trucks, will they be using underground access for making deliveries? Or are they going to be out on the roads? And then how will that also be handled in the wintertime with our reduced capacity with snow? Because these are roads that the community members need to use as well?

Mr. Nakhjavani said you can see, if you look at building A, just below building A and just below SR 28, you'll see there's an arrow to that area called loading service entrance. So if you can envision the great majority of this site underground is parking, circulation, and delivery. So the majority of almost all of the delivery will come through that driveway and will access the underground garage. And depending on where the deliveries are occurring, it will be done below grade. But your point is very well taken, Sara, and thanks for that question because I think that snow also played a huge role in making that decision. Because, when everything is under five, six feet of snow, which we had in that surprise now just this last season, the deliveries would be a challenge. So most of our deliveries will be underground, mainly through that area. That's that's highlighted there.

Mr. Beatty said thank you for your presentation. I am a member of the Brockway Springs Homeowners Association. I'm somewhat of a latecomer to this particular debate. But I would like to say for the record that I'm a developer in California. In the past, I was one of the developers of all Sacramento, and I'm familiar with many issues you've raised. I think the board has been extremely kind in presenting their opinions to you because the feedback I've received from the community is much more negative than you would think, from listening to the Zoom meeting, particularly in traffic and safety. And I want to say that all of the good words, all of the approvals, all of the back and forth is very disingenuous when you think about the fact that there is simply no way to improve the access in and out of this project or the access between Incline Village, and Kings Beach, which is already during high traffic times somewhat of a nightmare. So you're really not saying anything particularly useful in the sense of, you're not going to be able to evacuate hundreds of people if there's a fire, which in your own words, will be part of our lives for years to come. And the idea that you can somehow skirt this issue. I mean, this would be unacceptable in an urban environment to have a two-lane road with no possible other access. You're going to helicopter people out of there. What will you do if there's and what happens if one car has a problem? I mean, I want you to know that you only came to this project in November, according to what you just said.

And it seems you're going to have a very, very hard time. If you seriously think about the traffic, evacuation, and safety issues. And what you've said has not been encouraging at all. There's, but frankly, it's not something where I feel you could be encouraging. How will you deal with hundreds of people added to the current traffic system without any kind of ability to improve roadways? You can't expand the roadways. You can't go underneath the roadways. What are you gonna do? It's not good; it's not a good situation?

Mr. Nakhjavani said very viable consultants that are experts in all of the things that you brought up. And I think the one statement that I disagree with you with is that I don't think that anything I've said is disingenuous. We've talked to hundreds, if not several, 100 people, groups, and communities. I've never actually had the pleasure of meeting you in any of the community meetings that we've announced. IVCBA has one coming up. You're welcome to attend. I'd be happy to go through our plans. But we have experts that are advising us. It's not just me trying to devise a plan to helicopter people in and out but traffic experts. Other emergency evacuation experts. As I said, I've met with people you and the rest of the community, heavily rely on. And they will be the first people you'll call, which are your fire department, our fire department, our law enforcement and don't resonate with your opinions. They are working with us. They're encouraged by our cooperation and participation; all we've heard from them is support and appreciation.

Mr. Beatty said obviously, I understand what you're saying, sir. Still, the idea that you could drive down that road daily and think that adding hundreds of trucks carrying debris out of there and adding hundreds of condominiums and people coming in and out on the weekend and that you would not have an unbelievable traffic nightmare is simply it just beggars reality. Go down there to look this weekend, drive back and forth. See how long it takes you.

Linda Offeredahl, the executive director of the IVCBA, the local community and business association, said I speak today as a 34-year-old resident of this area. And I applaud the efforts to mitigate the eyesore we live with daily in Incline Village. It's not an easy problem to solve. We've had traffic issues, surely, more serious ones before, when both the Biltmore and the Calneva were operating at full capacity. I hope they can mitigate this eyesore and come up with a solution that both support the community and works with our agencies. I have just confidence in the fire department district to solve those problems of the fire themselves. Thank you.

Mr. Nakhjavani said thank you for your comments, Linda. Yes, we're very, very heavily engaged with all of those agencies collaboratively. We couldn't agree with you more; I believe the building project will enhance the community in many ways, and I am excited to be a part of the community. I appreciate your support.

Ann Nichols said that people are living on the Crystal Bay motel site, which is part of this project. But in any case, I'm hearing you're not going to take down the cottages until next year, and it looks like a warzone. The windows are knocked out; the glass is knocked out, and the doors hang off the hinges. It's an unbelievable mess. It's worse than even before. And you say you want to be a community member. And you know, some residential owners live in Crystal Bay and Brockway. So why are you waiting? Can't you afford it? Thank you. Mr. Nakhjavani said Well, thank you very much. And actually, we appreciate your support. And the more support we can get to get through the agency's regulatory process to get permits, the faster we can move on these, and so any help you can give us, we will appreciate your support. And so, but no, we're ready to move as fast as legally possible to move within the agencies' requirements. Ms. Nichols said, but you have the permits to take the buildings down; I checked with Washoe County, so why not?

Mr. Nakhjavani said that if we take the buildings down, you have slabs left. And we would have to protect the buildings down and quit. So there's additional remediation that's left. And we would have to mobilize and demobilize the equipment. And also, our contract with our contractor to do all the grading includes the demolition. So, we'd love to be able to just break this up into different chunks and pieces and do it at different times, but then, what it's not just taking the building down, we have also to haul it away, which requires to haul permits through the highways, we'd have to split those. So it may appear as easy as just knocking it down and taking it away. But there's quite a bit of we have permits to break it down, but the permits go way beyond that. And one of the considerations was that we did not want all the closures happening on SR 28. I don't know if you've talked to all of the neighbors, but we made the collective decision together with some of the neighbors that it was better not to add to that SR 28 construction traffic this year. It would be more advantageous to do it next year when there's less road constraint.

Ms. Nichols said well, it's a terrible slap in the face to the community and neighbors. It's sad. And if you can't do this, how are you going to do the \$600 million project?

Chair Becker asked Mr. Nakhjavani to provide the CAB with the information as to how a person signs up to get notified of when The Resort at Tahoe will be speaking to the public. She said that the CAB will put the information on the CAB notice page and get it to the community.

Mr. Nakhjavani said I'd be happy to just one note. First of all, I want to thank everyone, especially members of the board; I really appreciate the time really appreciate the opportunity to attend the meetings. And we would continue to have these meetings and bring as much information to the community as possible. The revitalize Tahoebiltmore.com, will have and post all of our information. But also, Diane, I will go ahead and make sure that we separate the sender's to cap as well for posting.

Ms. Simon said we live in Crystal Bay. And my husband and I have not received any notifications. There was one community meeting but no Q&A at that meeting. So if you could possibly send that through the CAB, my email is on the cab website. And we just really haven't had very much information.

5. NDOT SR 431-28 PROJECT UPDATE – Austin McCoy, NDOT Resident Engineer, Mike Murphy, Assistant Resident Engineer, and McKenna Temen, Owner, MJT Consulting LLC, will provide an update on the current summer roadwork project, scope, and schedule from Mt. Rose Hwy down to Incline Village. (Non-Action Item)

Mr. McCoy provided a presentation. He said y name is Austin McCoy as an engineer for that a D O T. And I'm here with Mike Murphy, our resident assistant engineer, and the team in our lead PIO. Here's a map of roadway construction that we collaborate with Caltrans every year, showing all the work in the Tahoe Basin and adjacent areas. And there are only two spots in Nevada that have work. Number 10 The number 11. And our job is only number 10. Number 11. Down here by Zephyr Cove won't be starting until July and will go through maybe October. And this map is available on our website and will be downloaded and shared. And we encourage that our websites inclinehighways.com. And we'll have that information on the last slide as well. So now, a close-up of our project for areas, mainly from the summit down to the roundabout, where most of our work is going on right now, started paving a couple of weeks ago. And we have us on sr 28 state line at Crystal Bay to Incline Village; we're probably going to be repaving all of that next year. And then we have a wall over just north

sand Harbor that we'll support the roadway with. Marlette Creek, which is down on sr 28. And that's a drainage water quality project over just below Marlette Lake, and then there's a pretty big creek that goes into the lake right there.

So for our construction season for 2022 We're starting off by finishing the installation of the ICS conduit on SR 28 down to Crystal Bay and Incline Village. We got that wrapped up. We're going to reconstruct select roadway shoulders and cross slopes on SR 431, replacing 16,000 linear feet of barrier around SR 431. And we just started that last week. Removing some of the old stuff down by that truck ramp and soil nailing; we're going to start doing that; it's sort of wall, kind of like the retaining wall. In July, we're planning on doing that, and that will be all night work. And then we're continuing to manage improvements at Marlette Creek to enhance the storm water quality that water enters the lake and repaving three to four inches asphalt as we know that needs it up there. And along with that, we'll enhance sidewalk ADA ramps and driveway access. On the right at our working hours Sunday nights 8pm through Fridays at noon never work on the weekends up there, and we won't work on days before and after holidays, and usually on a big one like Fourth of July we won't work all week. And of course, it's weather permitting and subject to change. And here's a nice new picture of the summit paving up there. Looks nice. We got about four miles from the Summit down towards Incline Village paved out, and we still have another wearing course on top of that, which we'll put the permanent striping on because right now, it's all double yellow.

So our anticipated schedule: June was moving along with the drainage improvements at Marlette Creek, removing old barrier rail, and replacing it with a new concrete rail. We're going to start putting new concrete rail next week. July: We'll continue the old barrier removal of the barrier rail on 431. We'll start reconstructing some of those shoulders and cross slopes to help maintain the water runoff that we get in the spring from that snow and then doing the soil nail retaining wall by Memorial point, then begin milling and repaving on SR 431. We'll continue that probably late July into August and pave the rest of it. And more of the same in August, just retaining walls and paving. In September, more of the same with repaving. We might dip into Crystal Bay and Incline Village to do some of that new driveway and ADA ramps. Now October me wrapping up. Can't do much in October to demobilize equipment, winterize and then do our final striping and everything on 431. So, construction is loud. Here's a little picture on the right that shows how you can correlate our construction activities with household appliances. The picture on the left is our trenching rocksalt used for IGS conduit installation. And this is a little loud, but it goes much quicker than our normal conventional trenching methods. It's a less invasive trench and allows us to impact traffic a lot less than our normal trenching methods. Quicker, less backfill. So they're talking about traffic control; this is just a one-lane closure from last season to the top of meadows. You can see how that pavement needed to be repaved right there. And it's much nicer now if you haven't driven it, go drive it. So our traffic control, you can expect multiple work zones, traffic is reduced in a single lane and work areas because all these highways like we talked about earlier, only two-lane roads flaggers will control traffic control flow. As allowed in contracts, most of these areas and drivers can expect 30-minute delays per work zone.

Along with other restrictions, vehicles with air brakes are not permitted over Mt. Rose summit from Mt. Rose ski resort to Incline Village. This is only during working hours and excludes marked construction vehicles we have for our project. And that's only for safety because when we have lanes being closed on 431, the truck escape ramp is not open to be used. So it's all safety.

So during the soil nailing retaining wall, the east shore trail, and the bike path will be closed during construction between 9 pm and 6 am. And this is only going to occur again Sunday

nights through Thursdays for this work. Every contract in the Tahoe basin was required to have a protection plan from the contractor in the project's special specifications. Now see any work that could have any sparks or any potential of a fire starting; we have to have a water buffalo right there. And that's what this guy has right there. We have weekly meetings we do talk about Fire Weather Watch. And I know this week, it's going to be hot, it's going to be windy. So we really keep an eye out for the weather and try to be prepared with everything. So in a wild fire emergency, we fully reopen the roadway without restrictions as soon as safely possible. And we are in regular, two-way communication with emergency responders. And we have meetings with them every spring and fall for every construction season so that we're all on the same page and know what to expect.

McKenna T. spoke about outreach communication. She said for the part of this project. We've got multiple ways for the public to stay involved in getting in touch with us. If you've any questions or concerns, you can see them listed on the sidebar right there; we've got our website and inclinehighways.com. Our hotline phone number will typically go to voicemail, but leave a voicemail, and we'll try to return your call within one business day. You can also send us an email and inclinehighways@gmail.com. And then, we are also doing a text alert system. And so that you text the word inclined to the phone number listed on the screen. And we don't send them often. And when you do get a text alert, it will talk about if there are any closures, if traffic control has changed in a certain area, if something you know emergency happens and just something changes that's unexpected. We'll try and do that as best we can through that text alert system. And then there is just kind of a photo of our website. It's got a lot of information on there. You can go back and see past stakeholder updates. We try and send these once a week, maybe every couple of weeks, depending on what's going on on the project. So you can sign up for those on the website. All the past ones are up there. You can go back and look at them. We do also provide some additional resources under the resources tab on the website. As Austin mentioned, we've got that construction map of the 2022 construction season in the Tahoe Basin and our general information flyer to the public. If you own a business and have employees, or you need to get that information out to other people you might know, friends, family, or neighbors, please feel free to download that information or reach out to us, and we can get it to you. So again, if you guys have questions or comments, you can contact us through any of these platforms.

Kathie Julian said my query is on a couple of things. One on construction vehicles going over Mount Rose highway. Is there any restriction on, let's say, large dump trucks with excavated soil going over the mount rose highway? Will there be any restrictions on that kind of like a weight-bearing because, as I understand, there could be as many as 10,000 one-way trips with excavated materials leaving the basin?

Mr. McCoy said leaving the basin; there won't be any restrictions. It's only coming into the basin; you have if we do have single lane closures on 431. Next year, there will be Lane restrictions. Ms. Julian asked, so leaving the basin would not be a problem but coming into the basin. Would those trucks be air brake then and have a problem getting into the basin? Mr. McCoy said yes if they are commercial vehicles with air brakes. If there is roadwork with single-lane closures. We remove those restrictions on weekends and non-working hours.

Ms. Julian said I have a second question. Earlier, you said there would be construction on something during 2023. And I thought it was the area from Crystal Bay to Incline Village. Is that correct? Mr. McCoy said right now, it's planned to pave between Crystal Bay and Incline Village in 2023. Ms. Julian said I'm glad Ebbie is on to hear that because I think we got the impression from his presentation that the construction was focused this year, and thus, it would make it easier to do the excavated material removal next year. But it sounds like it will

also be problematic next year. Thank you.

Carol Black said thank you for that presentation. I will admit that I didn't quite catch it all because my computer had a momentary hiccup, which was a little bit longer than momentary. So apologies. I heard you say, though, that you would open the road as soon as possible in an emergency. We'll all be nervous about emergencies, especially after last summer's events at South Lake and the challenges apparently with evacuating people, although I gather it was felt it was quite a successful operation overall. So could you care to quantify what as soon as possible means for those of us who are nervous in the environment with the wildfire risks and the drought? And, obviously, you've done a lot of planning for this construction, and I think it's important to get the roads into great shape. But there's a balance. And I guess my question is that, are you sure you're going to be able to get us out? That's really what it boils down to. Mr. McCoy said yeah, I'm confident we will be able to. I know last year, we did have a trench. Regarding timewise, to be able to quantify it, it all depends with the construction activity is. If it's a work that's offside, outside of the roadway, we can open it up really quick. Last year, it was a trench in a wheel path that we needed to fill up and clean up before safely opening the traffic. So that took a little bit longer. Most of the time was just waiting for slurry trucks and concrete docks or backfill that we use to get up there and fill it up before we can safely open the traffic. I have no hesitation with opening traffic up and doing whatever you need to to get the traffic flowing. And the contractors on the same board too. They don't want to be out there if there's any emergency response or emergency.

Sarah Schmitz said thank you. I appreciate it. And Kathy Julian, I appreciate your question about off hauling excavation over 431 versus SR 28 next summer. There's another concern on SR 28 next summer, and that is the potential of IVGID working on SR 28 to replace their effluent pipeline. So I think that if there is a way to do the off hauling some other route other than going south of Incline Village on SR 28 next summer, I think that might be a wise move or something at least to be investigated. And my question is, as it relates to traffic studies in Incline Village, I know that there's one going on for the new condominium complex at four at 947 Tahoe Boulevard. Are there any plans for NDOT to add traffic circles or traffic lights in Incline Village?

Mr. McCoy said that's a good question. The only thing I have heard of is Lakeshore and 28. There's two Lakeshores and 28s. But the one in between the roundabout and Crystal Bay. I heard there's scoping and doing a study for either a signalized intersection or roundabout at that intersection, but that won't be certainly not on this contract that we're doing right now. Ms. Schmitz said nothing is planned that would be northward and southward near where they're planning to build the condominium complex. There's nothing planned there that you're aware of? Mr. McCoy said no, nothing that I'm aware of. I know what intersection you're talking about. That won't be one where Northwood comes in all angles. Yeah, no, nothing that I know that I could always reach out to you by find anything.

Doug Flaherty said I had a question on your water buffalo. What is the hose length on that Water buffalo? Mr. Murphy said it depends on a few factors. But basically, the contractor must provide enough hose to reach his work area. And generally, we've seen 100 to 150 feet. Mr. Flaherty asked if you will be allowing welding during wind and high wind conditions? Mr. Murphy said the requirements are set up based on not so much wind conditions but what we call fire indexes: moderate, high, very high, and extreme, and as each level goes up the requirements for doing Welding and like hot work goes up increasingly and each one of those levels. All of them factor into the fact that under any condition he has to be able to maintain the hot work within the area that he's working in, and

you may require screens and stuff like that also. Mr. Flaherty asked if there was a Firewatch for watching the welder. Mr. Murphy said that the contractor requires to have a fire watch. The welder is in the box, so he can't be watching the fire watch, or somebody has to be the observer outside. I have to be careful in what you call a fire watch because the code has different terms for it. But somebody has to be an observer, let's say. Mr. Flaherty said I understand that the TTD has signed an agreement with you guys that says they will be storing NDOT's construction equipment at the old elementary school. When is that going to begin? Mr. McCoy said So TTD has an agreement with our contractor Q&D to the store materials there. I know they started putting up their BMPs, best management practices, stormwater, silt fences, and everything. So I think next week, they might be moving stuff in. And but I know that they've gone in there and started prepping. Mr. Flaherty asked if there was a use permit required to do that? Mr. McCoy said he would have to get back to you on that. Mr. Flaherty asked what type of equipment would be stored and how much. Mr. McCoy said there's no equipment to be stored there. It's more for storing materials instead of hauling it all the way back up to Mt Rose ski resort, where their other storage yard is.

Hellen Neff, Incline Village resident, said I would like to express support for Sara Schmidt's comments regarding a traffic light signal or a roundabout at that intersection where the new condo is going to be. Something that takes into account pedestrians because we do have a middle school and a skate park right there. And also why we have a representative from NDOT here. Why is Incline Village the only section of 28 in Nevada with a 35-mile speed limit through a town through a village where people are crossing streets? It's 25. In Crystal Bay, it's 25 at State line. And especially with all this construction traffic coming on with the transit hub that was approved for two years to slow the traffic down so that people are safe. We do need our crosswalks painted. We are waiting for that. And also, whoever restriped 28, I think it probably was a contractor. I'm just assuming that I may be incorrect. But the turn lanes were not put on the section of SR 28 between Raleys and the East intersection of North Woods South woods. So there are just a lot of issues going on in 28 in our little town that if you could help, that would be helpful. And especially with all this construction going on. One last thing I heard is there was a crash today on 28th at your construction site is that second-hand knowledge incorrect? Mr. McCoy said there was a vehicle accident at Marlette Creek and 28. Mr. Neff said if we could get a little bit more patrol from the Nevada highway patrol to be sure people are just following the laws regarding driving in a construction job zone that would be safer for your people as well. It's safer for everyone.

Chair Becker said she wanted to make sure that we all understand what is happening next year, as opposed to this year. Is it correct that next year, NDOT is doing no work on the 431?

Mr. McCoy said that is the plan right now; we should be done with all of 431 from the summit down to the roundabout, striping new signs, new intelligent traffic systems, and all of our electrical and weather stations should be as planned to be all done this season on 431.

Chair Becker said is it correct that next year NDOT is only working on SR 28, paving from Crystal Bay to Incline Village? And will that paving be done quickly, like early on in the summer? What's the timing on that?

Mr. McCoy said we could start working May 1 in Tahoe, weather depending. It's slow-moving through there. We're dealing with traffic. It's hard to get materials up there. It's trying to finish it in August and September next year, but I wouldn't be surprised if it takes all of next season.

Chair Becker said I don't know if there's any group to coordinate this, and we may talk to our next speaker about it. But we understand that next summer we will have TRPA probably working somewhere on the SR 28 if they get the funding to extend the bike path, the multi-use path, IVGID may be working on the effluent pipeline on SR28, and then we'll have whatever construction-related traffic out of the Resort at Tahoe, formerly Boulder Bay project. So is there any way that you'd be able to do the Crystal Bay to Incline Village work this summer?

Mr. McCoy said certainly; if everything goes well with paving and do instruction 431, That is the plan. If it goes well, we'll start at Crystal Bay, do sidewalks there, and start paving with Crystal Lake towards Incline Village. I don't want to promise it, but our ultimate goal is to pave from Crystal Bay to the roundabout. But I wouldn't promise that this season. And that would be the first quarter of next season.

Ms. Julian asked how can you be working on sidewalks and all in Crystal Bay when there will be so much construction going on at that stretch in Crystal Bay? That does not make sense to me, given all the heavy equipment possibly going over. Mr. McCoy said we do all of our work from the roadway. We won't be encroaching on any of the casino properties to do any of our work. So all of our work is from in the road out to the sidewalk. So, we work with ingress and egress and other approaches and construction going on. And well aware of what's going on in Crystal Bay with all the construction down there. It's not smooth but doable. Mr. Murphy said we are working on ADA ramps on corners, pedestrian crossing at signal and smaller, isolated projects.

Ms. Dunn said Would it not make sense to do the repaving of 28 after all of the demolition trucks have come through. So maybe put that off till the end of 2023 or 2024? Mr. McCoy said I think in an ideal world where you can schedule out when all the work is going to happen that would be nice. But we have a contract with the contractor, and they have a certain number of days to complete this work. And they do what's best for their workflow. And they do accommodate other work going around the area. Mr. Murphy said another thing I should mention is when we delay a project and not it's simple to say, we're not going to do it this year. But every year we delay with asphalt, there's more damage. And that requires our work to go deeper and more invasive than it does if we just did it today. So waiting isn't always an option for us either.

6. WASHOE COUNTY TRANSPORTATION PLAN – Amy Cummings, Statewide
Transportation Planning Manager, Parametrix, will present information and may request input from the CAB related to the study being conducted for the Incline Village and Crystal Bay area. (Non-Action Item)

Amy Cummings, Parametrics, said I feel so fortunate to be here at this particular meeting and benefit from all this great discussion and information. We were here in front of you a couple of months ago. And our schedule is to be here every other month. So we'll be back in August. And of course, our project manager is assistant county manager Dave Solaro. And I have Sam Erickson, another member of the Parametrics team, on the line.

Well, the primary thing is our virtual public meeting and survey just launched. So I want to ensure we walk through the opportunities to provide feedback to the study. And then I was going to cover the NDOT project. So I don't need to even talk about that anymore, because we just heard a wonderful presentation. And it was great to see those pictures of beautiful pavement over the summit. Then we wanted to talk a little bit beyond the construction work going on this year to the longer-term future of State Route 28. And some of what we want to

envision there. And then talk a little bit about TART connects. So we'll jump right in.

And our website is now live, we have a video; thank you, Commissioner Hill for introducing our project and an online survey and an interactive map. So this will be available for public comments for the month of June. We're hoping to get as much input as we can about that. And I'm going to bring up the website itself so we can just walk through what that looks like. So it takes you to this landing page. And you do have to scroll down; the video is the first thing you see. So you can click this play button. And that will play the video introduction to the Study. And then, we have an 11-question survey that you can access here. And it asks a little bit about how you relate to the corridor, your travel preferences, and your vision and needs that you have identified for this area. And the perspective of everyone on this call is just invaluable to us. So we hope that everyone will, will go here. So the first question is, describe how you spend your time in Incline Village and Crystal Bay. So it's whether you live their work their visit. And because this is open to the entire community. There could be people who have never been there than asking a little bit about what types of trips people are making in the area. We want to find out who's taking the survey, so asking for the zip code; where folks live How often do you travel along State Route 28? What are your concerns for this area and this one isn't one where you just click a single one, but you can prioritize the different options. So I wanted to walk through this. It is just an example. But if, for instance, the options here are safety, traffic congestion, not enough places to walk or bike, not enough convenient access to transit, or not enough parking spaces. So if transit is your number one concern, you can click on that, and it shoots it up to the top of the list. And then to say parking is your second biggest concern, you click on that, and you can drag it up as well. And so you can reorder these one through five for what is most important to you. And this is particularly important for the survey as we are trying to identify the vision and key issues that people have for Incline Village and Crystal Bay. You may remember from our last discussion, we are looking at snow removal priorities for multi-use trails. So we ask, and another rank order is access to schools, commercial centers, or Parks and Recreation - how would you order those one through three. And then we talk a little bit more about transit. In terms of what services you may have used to be used TART connect, heavy use the TART mainline have used the east shore Express, and this is one where you if you have used all of these, you can click all of them. And then, it asks what type of transit service you would likely use in the future. So this one, our options are service within Incline Village and Crystal Bay or traveling around from Incline Village to different areas south shore, the North Shore, or the West Shore. Or are you trying to get between Crystal Bay Incline Village and Reno and Carson City. And then we also have vanpool on here to remind everyone that that is a great option. And then we ask a few questions about parking and typical parking behavior when you're in Incline Village or Crystal Bay. And then some of the challenges that you have experienced with parking. And this is another one where you can rank the options one through six. So then you would hit submit, which I'm not going to do; I'm going to hit reset it and move on to another aspect of our survey that I'm really excited about because I've heard already in talking to some folks at our previous meeting, and I've heard it today some very specific concerns in specific places. So in addition to the survey, which is very high level issue based, we're inviting you to go in, look at the map, and then we have some different pins that you can draw for bicycling, parking, safety, transit, traffic congestion or snow plowing. So I'm going to click on bicycling here, walking is another, but you just have to scroll down a little bit to see it. So you click on the issue type. And then you can go to the map and you want to say here, we need a bike lane. And then, under user type it says: Are you a resident? Do you work there? are your recreational visitor? and then you can hit Save. And that's what we have. You can also see the presentation from our last CAB meeting. And we'll be uploading the presentation from today as well. So I'm going to pause there and just see are there any questions about the survey or the website? I am going to put the link in the

chat. Alright, so the chat has the link to this website. We will also be working with partner agencies to push this out through social media. And the county has been working on getting some media coverage of this as well so that we can spread the word. And if any of you would be willing to take the survey, we would really appreciate it and distribute this to your colleagues, friends, and folks that you know who are interested in transportation in the area.

Kevin Lyons said I was curious about the survey questionnaire's goal. What kind of questions you're trying to answer with that? Ms. Cummings said we have a few different goals; the most fundamental is just to get a sense of priorities, issues, and concerns. So that's where we're asking. Is safety your primary concern? Or is it travel times? Or is it access to biking and pedestrian facilities? Is it a transit service? Just to get a sense of what the concerns are for residents. And we also have some questions about travel behavior and how people use the system, which is more for our own ground research and analytics. And then, of course, we're looking for those specific areas with the map. I heard some folks talking about intersection improvements earlier and some parking concerns; we want those very specific; location-based questions or concerns or suggestions; we want to make sure we're able to capture that as well. And in terms of the context of our overall study, we are going to have the survey open for June. We're going to, you know, be hard at work in July going through this, continuing to work on alternatives and development. Then we'll be back in front of this group in August with a summary of what we've heard and some alternatives for you to respond to. And we want to have an in-person public meeting in September. We're working on the date and the logistics, but we want to have that in Incline Village where we can see people in person, and we're excited to be able to do that.

Mr. Lyons said, then quickly followed up on that. If that's your goal, get some representation of community priorities and preferences. You're going to need to do a scientific survey. The questionnaire that you showed is good for getting the type of input like ideas, comments, suggestions, stuff like that ideation. But the distribution isn't going to work. You're not going to have anything that you want to generalize from. So a recommendation would be for an open survey to get the focus on the open-ended questions only that's a rule of thumb is open-ended questions and then do a scientific survey later where you can figure out you know, whatever the groups are, you want to focus on get a representation that you can then generalize. He said he was happy to give you more tips on that later. I'm a data guy by career.

Chair Becker said I feel that the questions being asked the public don't get at the real concerns that the community has had over the recent past, which are related to and emergency exit and evacuation; and that too many projects that impede the roads are going on in our limited summer construction period, with no control over the number of projects. There are so many places that are going to be bottlenecks at one point. And that is a concern. Could there be some overriding application where only a certain number of such projects would go on over a given summer, or given period of time or per season? There is the overall community concern of how many people/vehicles can safely exit in an emergency, especially with all the road construction tying up one lane on two lane roads? We still don't have that information on what is the amount of traffic that can safely evacuate in an emergency. Kevin's comments are correct as to what information we are asking for. Your survey should ask some questions to get responses on emergency evacuation concerns and total number of road impeding projects. I can tell you that those are the things that we in the community are talking about amongst ourselves. And so those would be additional things that you really do need public input on and expert input on, I think. And thank you for considering that.

Mr. Lyons said you might think of the different groups a little more narrowly. So there's, you could certainly do an intercept survey of visitors along the highway or visiting the beaches and so on. And then you could do a scientific survey of our community.

Ms. Dunn said I'll echo a little bit of what Kevin said. I just wanted to clarify that there were on the current survey opportunities to put in open-ended comments, right? I like some of the aspects of the survey. And I think a lot of what that does at least gets to some of Kevin's suggestions for starting with an open-ended survey. So good job on that. Thank you.

Mr. Flaherty said I can think of as we went through the list of concerns; I am sure that evacuation due to wildfire is probably the top concern regarding traffic safety. The second is adding capacity. And those can be scientifically decided by a cumulative impact analysis on every project in the Tahoe Basin.

Helen Neff said Amy, thank you for all your hard work. And for putting that survey up. And I just went on the site. So I'm assuming the survey is live now, is that correct? Ms. Cummings said yes, it is. Available now. Ms. Neff said I don't know if you can make this is just a tiny adjustment but I feel it's important. On the map is, if you don't pull down that drop down box, you do not know that walking as an option. I don't think people will do that. I think you already addressed snow removal earlier in the survey. So if those icons could be switched, I think a lot of people walk in Incline Village and pedestrian access and safety are important. Whether there's snow or not. I mean, snow is important too. But with we're not getting that much snow these days. So I would rather have the walking up if that slight change could be made before a zillion people do the survey. That would be great. And also, I have one question for my information. I zoomed out on the map. Can I put those little markers all over the lake? Or can I only put them in Incline Village? Ms. Cummings said that's a good question. I think he probably could put them all over the lake, but they won't be considered much considered in the analysis. Ms. Neff said I was just wondering because you might get someone from Zephyr Cove or Emerald Bay complaining about something. So I just didn't know if that was an issue. Again, thank you for your hard work. Thank you.

Ms. Cummings said we will also share these results with our partner agencies. TTD and TRPA. So we'll make sure they have access to everything, too. But this is targeted, specifically for Incline Village and Crystal Bay. And thank you for the suggestion on moving biking, we'll see if we can make that box a little bigger so that you don't have to scroll or someone doesn't see those options. Ms. Neff said it's moving, walking, not biking.

Ms. Cummings said that was the main thing that was really important to go over today. I want to thank the entire team for coming out and meeting us in Crystal Bay to meet with our project team to go over some more of the details of that project. And I wanted to talk a little bit more about envisioning the future of State Route 28. So this is a complex corridor. And what NDOT doing this year or next is sorely needed, just a severely needed pavement rehab project. But we want to look beyond that in terms of this corridor's long-term, multimodal use. So there's increasing travel demand for what we're seeing between Kings Beach, Crystal Bay, Incline Village, and beyond.

We wanted to take a closer look at this study's bicycle and pedestrian multimodal connection. It is currently in the regional transportation plan for the year 2035. It was looked at in a feasibility study back in 2011 and the Corridor Management Plan in 2013. But the primary focus of those studies was more on the sand harbor segment on the east shore. So it didn't get into much detail for this segment from Crystal Bay to Incline Village. So we want to look at that a little bit more and address some of the feasibility issues and concerns. As

you all know, it's very constrained because of topography, because of the right of way, because of Cultural Resources, and biological resources, so it's not going to be an easy corridor to work in and develop a bicycle facility. And I know that 2035 Sounds like a long time from now. But really, it's not too early to start looking at what the next phase of actually developing this project would be. And so the next step is going to be identifying funding for preliminary engineering and design of this project. So we're going to be identifying some of the federal grants that would be eligible for this; there are a lot of opportunities coming up from the US Department of Transportation that will be available for the next five years on an annual basis, they tend to come out in the spring. So I think through this project, we can position Washoe County, NDOT, TTD, and TRPA for being ready to go after some of those competitive grant funds. And again, you're all well aware of the constraints in that corridor. And finally, I wanted to touch on what we talked about this a little bit at our last meeting. So we have some more in-depth analysis of the ridership and the utilization of that service last year. And it performed extremely well, for a flexible, on-demand type of service, eight passengers per hour is remarkably good for this type of service.

A wait time of less than 15 minutes is also remarkably good. And these were primarily short trips. And the reach that the service was getting, you can see this as a heat map that was developed to show where the pickup locations were. So you can see it was spreading and kind of reaching throughout Incline Village, and getting utilization. According to the TART connect survey, most of the trips were residential-based. These are the drop-off locations, which, not surprisingly, are very similar to the pickup locations. And then when you look at the demand, after a week or two of ramping up when the service first launched, there's a pretty consistent 300 to 400 passengers per day, which, again, is just very good for a service of the size. So again, thank you for your time and for allowing us to come and talk about the transportation plan. And we look forward to seeing your input through the survey and our web map. And then being back to talk to you more in-depth in August.

Chair Becker said I wanted to ask if you would be able to gather information to check on the comment that TART was primarily residential, from the residents as well. Obviously, most people that come up here don't stay in the two hotels we have; most of them stay in the residences, as renters, or as guests as STRs. So I'm wondering if there is a way that both TART and TTD on its east shore Express could have people punch when they get on? Are the riders residents? Or are they visitors? Because one thing that we were told at times by the TTD is that a lot of the users are local. But we'd like to know how anyone knows that since nobody's tracking it. It would be appreciated if perhaps, both on TART and TTD usage this summer, which is just going to be starting now. If they could actually gather information from riders as to whether they're local or visitors, that would be appreciated.

Ms. Cummings said I'm certainly reaching out to our colleagues in Placer, County, and TTD to see what information or survey instruments they may have available for that.

Ms. Julian said to follow up on the point about local versus visitor. One way might be if you go to a particular address and that address is an STR, then I think you might assume it is a visitor, so that may be another way of figuring out the local versus visitor issue. Thank you.

Chair Becker said I think Amy has to realize that not all the people who are renters are staying in STRS that are registered with the County.

Mr. Lyon said I was just curious on the stretch from Incline Village. This came up when the TTD presentation was here; I didn't see any discussion of what are the problems we're actually trying to solve? I saw a bunch of kind of things just listed. Maybe some of them

sound good or not? Where is that data? What do you Where are you guys working off of? for that? Ms. Cummings said for the connectivity for the bike facility between Incline and Crystal Bay? Mr. Lyons said Well, yeah, just you said the vision for 28. So that's interesting. Maybe that solves the problem. But how important is that relative to other things, right? So often get in these things but don't know what problem we are solving. And how important is that relative to the five or 10 Other things we could do with the same resources or the same project plan and so on? How does that all fit together? Where is that information on your website?

Ms. Cummings said that's a great question. And we don't have a lot of information on the website yet. We have heard some public comments from stakeholders that we've talked to and identified that is a need. And it also in terms of looking at the travel demands, and the increased utilization of the corridor, as we have this additional development, that one example is just what we talked about at the beginning of this meeting. With more activity in this area, it's going to increase our travel demand. So in keeping with the Washoe County, Tahoe plan and the regional transportation plan, I think it's been identified as a goal to give people options to not have to drive. So to get from Incline Village to Crystal Bay and Kings beach. The TRPA does have some travel demand information, kind of identifying that there's a need for that connection.

Ms. Lyons said that would be great to see. I mean, if you can show that in a couple of months when you come back because we haven't, there's just been a complete lack of data. Like, I don't know what percentage of rides is the tart to all traffic. I mean, just basic stuff would be really useful. Ms. Cummings said there are about 12,000 cars a day on that stretch of roadway.

Carole Black said I'm so glad to hear this effort is going on. I'm a resident of Incline Village as you may or may not know, but I'm also on this TTD's Incline Village mobility Committee; we have had one meeting so far. And looking forward to seeing how all these pieces will fit together. I just had a couple of comments or suggestions. One is for this on-demand service. I understand why this may be. But it was interesting that there was a line at the state boundary. And I don't know if there's any way as you're looking at it and thinking about it, to think about whether if that line could somehow be erased, so that you could maybe go from Incline Village to across the state line to Kings Beach. If that made sense. Maybe it's too far, I'm not sure. And vice versa. It's sort of it's not an artificial boundary. it's a boundary.

On the other hand, I wondered if there isn't a fair amount of traffic going back and forth with interest in traffic going back and forth, just a thought. And I don't know if you're in a position to collect any data that would be helpful to understand, but just to toss that into the mix. And the other thought I have with respect to incoming traffic. So you're focused a lot I heard about folks staying in Incline, folks being an Incline, living in Incline. But I think there's also a demand of incoming volume from other parts of the area around the lake. I didn't know how you were, if it's in your scope or not, or how to think about assessing what that demand looks like and how it might be addressed. Or if that's out of scope. So I'm not asking for an answer now is just a couple of things to think about. But thanks you so much, and glad you're here.

Sarah Schmitz said I think that the survey, I think the intentions are good. Still, I think you might want to go back and look at some of the questions because as a resident doesn't seem like the questions are applicable, it seems like they're more applicable to day trippers. When the question is asked about what future transit you might use, there's not anything listed for transit from Incline Village to Reno, or Incline Village to Carson City. And I think that is something that is missing, because for many of us, we might make use of transit, going

over to doctor's appointments, that sort of thing. And as it relates to extending the bike path, I think we need to first fix all the problems that we've created with the first beautiful section of it. Everyone loves it. It was sold by TRPA to reduce vehicle miles. And we all know that it's done nothing other than increase vehicle miles because we have people who drive here just to ride or walk on the path. So we see more trash, we're seeing more erosion, and we're seeing more human excrement. It has created problems by just putting a path somewhere it's never been, and it's gorgeous. And people love the view. But before you embark on, you know, expanding that further down, I think that people need to take a step back and look at the environmental impact of what they've done with this first section.

Doug Flaherty said I'm just wondering, Amy, do you know how many parking spaces there are for the public to use in Washoe County, in the Lake Tahoe Basin?

Ms. Cummings said I know we're working with TTD. And they're in the process, I believe, a parking assessment. So we're going to hopefully be able to have access to that information in the near future. And it won't be all parking in Washoe County, at Lake Tahoe, but it's I think, more focused on certain areas. So that's something I hope to have more information on when we come back.

Mr. Flaherty said getting back to Kevin's point data's important. The other question is, with regards to fit for purpose, there's an industry term called fit for purpose. So somebody mentioned 12,000 vehicles driving through Incline Village today. So fit for purpose, I'm just wondering, your transportation plan, what is the percentage of reduction of vehicle trips that you're seeking once you implement this plan for those 12,000 vehicles? What are you going to accomplish? I'd like to know. Ms. Cummings said I think it's a little too early for us to have that identified yet. We're still identifying the vision and goals. But I think another thing to keep in mind is we're not just reducing the number of trips there today; we're helping accommodate the future growth that we know is happening. So it's looking to manage long-term travel demand in a sustainable way. Mr. Flaherty asked what the projected future growth is, specifically in data? Ms. Cummings said Well, I don't have that number in front of me today. But I know that we're working really closely with TRPA. And they have developed those forecasts through their travel demand model. So I'll ensure I have those when I'm in front of you at the next meeting.

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

Commissioner Hill said I just have a quick announcement. The TTD mobility hub committee is meeting next on June 27, at 5:30, at the Visitor Center or online at WebEx. So you can also do it virtually. Our last meeting was on the phone because Judy, the administrator who manages that, was on vacation, so she'll be back, and we'll be able to have an online opportunity for you to join that meeting.

And then the County Commission adopted our budget; I just wanted to let you know some of the funding we are looking to support in Incline Village. We're allocating towards that TART Connect program so we can have the evenings and weekends for that program. We're also looking at that next phase of the affordable housing action plan that you all know, we did a study with TPC, and now we're looking at the next steps on how we can implement the recommendations in the study and what the timeline will be on that. And then we also invested in Clean Tahoe again; as many of you know, we supported Clean Tahoe to go through and help us clean up all our thoroughfares in Incline Village and Crystal Bay and on

the east shore trail. We're working with them again. And I think they started in June.

Chair Becker said I want to make two announcements. On Thursday, June 9, 5:30 p.m. – 7 p.m., is the IVGiD candidates' forum. And that forum is going to be a zoom webinar. The CAB will put the Zoom webinar address up on our website. It's going to be hosted by IVCB community forum. And if anyone doesn't find it on our website, I know that John Crockett from the library will be hosting it. And so he can also give you information. It will be up on the CAB website tomorrow morning.

And the other announcement is because July 4 is a legal holiday, and that's a Monday; then our next meeting will be on July 5, same time, same station. And right now, we're going to have a presentation on affordable housing. Commissioner Hill has arranged the presenter for us from TRPA. And we've got several other presenters we're speaking with, but we're not sure who's going to be in July and who's going to be in August. Look for the agenda, which will be posted shortly.

Ms. Julian asked if the IVGiD candidate forum be recorded for those who will miss it. Ms. Davis said that's the plan. She said anybody that wants the URL, it's posted on nextdoor, or you can send an email to us at IVCBcommunityforum@gmail.com. And also, you can send to that email address your questions for the candidates.

Chair Becker said don't forget to vote. We are in early voting right now, and you can also vote on the 14th of June. Be sure you vote.

8. APPROVAL OF MINUTES FROM PREVIOUS MEETING MAY 2, 2022 (for Possible Action) –

Motion: Chair Becker moved to approve the minutes of May 2, 2022. Judy Simon seconded the motion, which carried unanimously in favor.

9. GENERAL PUBLIC COMMENT — There were no requests for public comment.

10. ADJOURNMENT – The meeting adjourned at 7:42 p.m.