

**TAHOE TRANSPORTATION DISTRICT**  
**BUDGET FINANCE COMMITTEE MEETING MINUTES**  
**February 12, 2021**

**Committee Members in Attendance:**

Lucia Maloney, Carson City, Chair  
Cindy Gustafson, Placer County  
Steve Teshara, SS-TMA

**Others in Attendance:**

Carl Hasty, Tahoe Transportation District  
Joanie Schmitt, Tahoe Transportation District  
Danielle Hughes, Tahoe Transportation District  
Judi Allen, Tahoe Transportation District

**I. PUBLIC INTEREST COMMENTS**

No public interest comments were made.

**II. RECOMMENDATION OF APPROVAL OF MINUTES OF JANUARY 22, 2021**

Mr. Teshara made the motion to recommend approval of the minutes of January 22, 2021. Ms. Gustafson seconded the motion. The motion passed.

**III. DISCUSSION ITEMS**

*(All Items for Possible Recommendation)*

A. Review and Acceptance of the District's Financial Statement of Operations through November 30, 2020

Ms. Schmitt reviewed this item.

Ms. Gustafson made the motion to recommend acceptance of the District's Financial Statement of Operations through November 30, 2020. Mr. Teshara seconded the motion. The motion passed unanimously.

B. Approval of the Rate Structure for Non-Compliance Notices for the Park Tahoe Parking Management Program for Nevada State Route 28; Authorize the District Manager to Adjust Citation Fines at an Amount not to Exceed Ten Dollars to a Maximum Fine of \$150; and Procure a Service Vendor Contract for Board Award Approval

Karen Mullen reviewed this item. Ms. Gustafson asked if a comparison was made of the District's anticipated operational costs to other organizations and what do the operational costs include in the expense line. Ms. Mullen explained that many jurisdictions have enforcement included as a department within their structure. She explained that TTD's Parking Ambassador, in addition to providing education and outreach at the lots, will monitor the lots for unpaid or expired parking users and noted the operational costs include staff time for the Ambassador, accounting, program management and office supplies, such as a printer

and phone. Ms. Maloney asked clarifying questions regarding authorizing fee changes at the staff level if grace periods were included in the program.

No recommendation was made on this item.

**IV. PUBLIC INTEREST COMMENTS**

No public interest comments were made.

**V. ADJOURNMENT**

**TAHOE TRANSPORTATION DISTRICT / COMMISSION  
BOARD MEETING MINUTES  
February 12, 2021**

**TTD/C Board Members in Attendance:**

Cindy Gustafson, Placer County, Chair  
Cody Bass, City of South Lake Tahoe  
Brian Bigley, Member at Large  
Mark Bruce, Tahoe Regional Planning Agency Appointee  
Andy Chapman, TNT-TMA  
Kyle Davis, Nevada Governor Appointee  
Alexis Hill, Washoe County  
Lucia Maloney, Carson City, Vice Chair  
Sue Novasel, El Dorado County  
Wesley Rice, Douglas County  
Steve Teshara, SS-TMA  
Sondra Rosenberg, NDOT  
Alex Fong, Caltrans

**TTD/C Board Members Absent:**

California Governor Appointee – Vacant  
Mike Gabor, U.S. Forest Service  
Serrell Smokey, Washoe Tribe

**Others in Attendance:**

Carl Hasty, Tahoe Transportation District  
Joanie Schmitt, Tahoe Transportation District  
Danielle Hughes, Tahoe Transportation District  
Nick Haven, Tahoe Regional Planning Agency  
Michelle Glickert, Tahoe Regional Planning Agency  
Judi Allen, Tahoe Transportation District  
Nira Doherty, Legal Counsel

**I. TAHOE TRANSPORTATION DISTRICT AND TAHOE TRANSPORTATION COMMISSION CALL TO ORDER AND ROLL**

**A. Roll Call and Determination of Quorum**

The meeting of the Tahoe Transportation District and Tahoe Transportation Commission was called to order by Chair Gustafson at 9:32 a.m., via a GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the TTD/TTC.

**B. Approval of TTD/TTC Agenda of February 12, 2021**

Motion/second by Mr. Chapman/Mr. Teshara to approve the TTD/TTC agenda for today's meeting. The motion passed unanimously.

**C. Approval of TTD/TTC Meeting Minutes for January 22, 2021**

Mr. Teshara noted some extraneous punctuation in Agenda Item VI.A. that should be corrected. Motion/Second by Mr. Teshara/Ms. Novasel to

approve the TTD and TTC minutes, as amended by Mr. Teshara. The motion passed unanimously.

**II. PUBLIC INTEREST COMMENTS**

Carole Black provided some thoughts regarding the Town Hall webinar held the previous evening. Other comments were received via e-mail and attached to the minutes.

**III. BUDGET FINANCE COMMITTEE REPORT**

Ms. Maloney reported the committee reviewed the two items. The committee recommends acceptance of the financials and did not take action on Agenda Item VI.B.

**IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT**

Mr. Teshara reported the APC met last week and recommended approval of Placer County's amendments to its Tahoe Basin Area Plan to the TRPA Governing Board.

**V. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS**

- A. Review and Acceptance of the District's Financial Statement of Operations through November 30, 2020
- B. Approve the Tahoe Transportation District Title VI Plans of the Civil Rights Act of 1964 for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as Required as a Subrecipient of the Nevada Department of Transportation

Mr. Rice motioned to approve the consent calendar, Ms. Novasel seconded the motion. The motion passed unanimously.

**VI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS**

- A. Discussion and Possible Direction on Policy Questions to be Addressed to Collaboratively Develop Sustained Transportation Revenue Sources and Consideration of a Consensus Gauge Approach to Decision Making  
Mr. Hasty reviewed this item and gave a presentation. Mr. Hasty reminded the Board that at last month's meeting, the proposed work plan for this effort was discussed and the decision was to have a standing item and address it from a policy perspective. Mr. Hasty added this presentation and discussion will be held at the TRPA meeting with the EIP and transportation committees.

Discussion was held and the Board's comments regarding the presentation are attached.

Mr. Davis asked about the timeline and next steps. Mr. Hasty replied a revision to the timeline and schedule will be brought to the Board next month.

Ms. Novasel asked about the consensus gauging.

Mr. Hasty explained it is a decision-making process.

Mr. Teshara noted that the principal benefit of consensus gauging is that it brings a disparate group to a consensus.

Mr. Hasty added there will be further discussion and a presentation regarding consensus gauging.

Action Requested: For Discussion and Possible Direction

- B. Approval of the Rate Structure for Non-Compliance Notices for the Park Tahoe Parking Management Program for Nevada State Route 28; Authorize the District Manager to Adjust Citation Fines at an Amount not to Exceed Ten Dollars to a Maximum Fine of \$150; and Procure a Service Vendor Contract for Board Award Approval

Ms. Karen Mullen-Ehly reviewed this item and gave a presentation. Ms. Maloney stated she has an issue with giving staff the discretion to adjust the fines. Mr. Rice asked what the enforcement process is for those that go to collections. Ms. Doherty explained they are just sent to collections, there is no enforcement process. Mr. Bass asked about the cost of enforcement. Ms. Mullen-Ehly noted the parking ambassador will be on-site to assist with enforcement. Mr. Chapman asked where the funds in excess of operational needs go. Ms. Mullen-Ehly explained they will go to the maintenance of the path and parking lot facilities. Mr. Davis feels the rate structure should remain the same throughout the season.

Action Requested: For Possible Action

Mr. Teshara made the motion to approve the rate structure as proposed for non-compliance notices for the Park Tahoe Parking Management Program for Nevada State Route 28 and direct Staff to procure a service vendor contract for Board award approval. Ms. Maloney seconded the motion. The motion passed.

## **VII. ADJOURN AS THE TTD AND RECONVENE AS TTC**

**VIII. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS**

**A. Recommend Adoption of the Final 2021 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization Governing Board**

Mr. Haven reviewed this item and gave a presentation. Mr. Teshara asked if the mobility hub acquisition funds would be processed via an amendment in a timely manner. Mr. Haven confirmed they would. Mr. Davis asked why the FTIP is not synced with the Regional Transportation Plan. Mr. Haven explained the FTIP needs to follow Caltrans' timeline, but stated the projects included in the FTIP are consistent with the Regional Transportation Plan.

Action Requested: For Possible Action

Ms. Hill made the motion to recommend adoption of the final 2021 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization Governing Board. Mr. Davis seconded the motion. The motion passed unanimously.

**B. Recommend Approval of Amendment #1 of the FY 2021 Lake Tahoe Transportation Overall Work Program to the Tahoe Metropolitan Planning Organization Governing Board**

Mr. Haven and Ms. Glickert reviewed this item and gave a presentation.

Action Requested: For Possible Action

Ms. Novasel made the motion to recommend approval of Amendment #1 of the FY 2021 Lake Tahoe Transportation Overall Work Program to the Tahoe Metropolitan Planning Organization Governing Board. Mr. Teshara seconded the motion. The motion passed unanimously.

**IX. ADJOURN AS TTC AND RECONVENE AS TTD**

**X. DISTRICT MANAGER REPORT**

Mr. Hasty gave a review of the first Town Hall.

**XI. BOARD, COMMISSION MEMBER AND STAFF COMMENTS**

Ms. Hill also felt the Town Hall went well, although there were a few things that could be improved. Ms. Hill added that a Listening Session has been scheduled to allow for verbal public comment on March 5 from 3:00 to 5:00.

Ms. Gustafson reminded the Board of the need to conduct the District Manager's evaluation and the Board's self-evaluation and to expect some e-mails regarding the process.

**XII. PUBLIC INTEREST COMMENTS**

No public interest comments were made.

**XIII. ADJOURNMENT**

The meeting adjourned at 12:55 p.m.

Respectfully Submitted:

*Judi Allen  
Executive Assistant  
Clerk to the Board  
Tahoe Transportation District*

*(The above meeting was recorded in its entirety, anyone wishing to listen to the  
aforementioned tapes, please contact Judi Allen, Clerk to the Board, (775) 589-  
5502.)*

**Policy Workgroup Discussion 1**

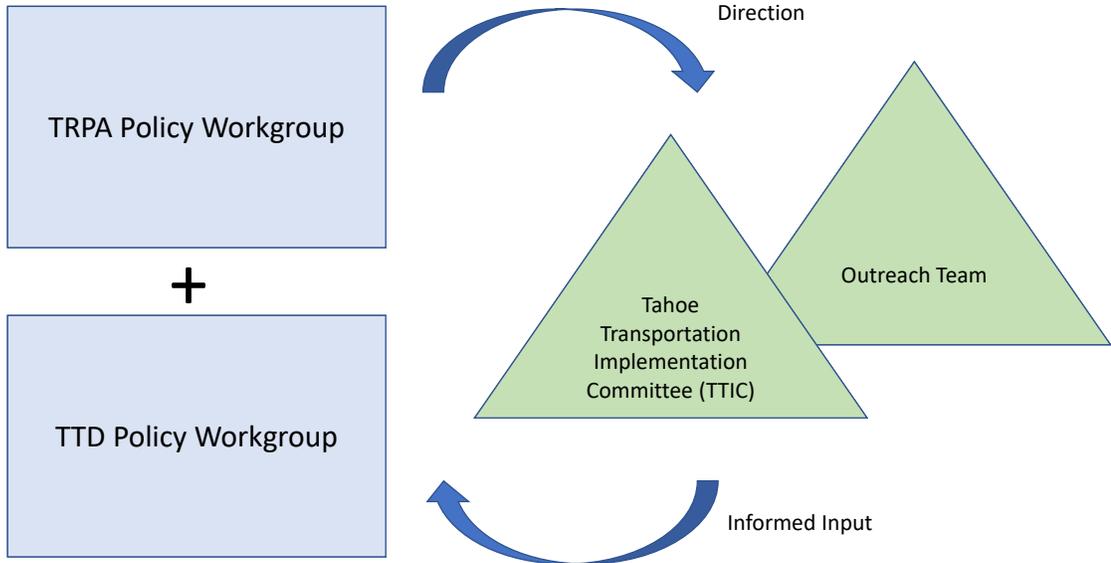
**Transportation Sustainable Revenue Policy  
Considerations**

*And*

*Directions to Technical and Communications Work  
Groups*



# Sustained Transportation Revenue Framework



## **WHY does Tahoe need a Dedicated Sustainable Revenue Source for Transportation?**

- The Tahoe basin has a transportation problem. Heavy peak visitation is stressing Lake Tahoe's limited transportation infrastructure and impacting the area's pristine natural resources.
- Lake Tahoe's limited year-round population base is insufficient to finance critical transportation projects. With 90 percent of the land in the Tahoe basin in public ownership, a public-private model for transportation investment is critical.
- Local/regional "self-help" funding must work with state and federal initiatives. Leveraging funding shares benefits the comprehensive transportation network.

*Explain Why Tahoe Needs a Dedicated Sustainable Revenue Source(s) for Transportation to be used for Public Education and Outreach.*

- A. Clearly identify the problem this effort is trying to solve
- B. Illustrate the need for funding dedicated for Tahoe
- C. Explain how local/regional “self-help” funding works with state, federal, private sources, and other funding initiatives to achieve transportation goals.
- D. Explain private/local/regional/state transportation roles and the leveraging benefits of working together in a committed transportation program.

## **WHAT is our Vision and Near Term Transportation Priorities?**

- A comprehensive transportation system in the Tahoe Basin hinges on key infrastructure investments. Immediate priorities include Highway 89 and 28 corridors on the California and Nevada sides of the lake, the US 50 South Shore Community Revitalization Project, the Placer Resort Triangle Priority Transit Lanes Project, and free and enhanced transit.
- The distribution of projects regionally will be fair and equitable and correspond with the pressing needs of each community around the lake.

Ms. Gustafson noted the technical committee needs to identify how much funding the local jurisdictions are already contributing and how that compares per capita.

Mr. Davis suggested adding two to three sentences that explain what is needed to do in the various corridors.

Ms. Gustafson noted each corridor plan should have an executive summary or list of the critical components and prioritize those and where there's potential for local funding and the need for long term sustainable funding or other capital improvements.

Ms. Novasel noted the list is missing a cohesive transit system.

Mr. Bass stated he thinks there are things that can be done now at Emerald Bay that aren't hard to address – need to make solutions now to show we are functioning.

Ms. Gustafson noted to develop this at a policy level, leave it to first sentence and tie it to existing planning efforts. Tech committee should put elements in. She added regarding the second bullet the need to tie the funding to the source, in addition to participating in regional system needs to be policy issue articulated for the tech committee to address.

*Review Existing Work and Articulate a Succinct Vision and Set of Priorities*

- A. Articulate a stakeholder aligned common vision of a planned transportation system
- B. Identify initial project priorities and expected benefits (VMT, GHG, etc.) drawing from existing work like bi-state, local CIP's, state DOT's, etc.
- C. Address the perception of regional fairness and how distribution of projects will be balanced for the system
- D. Educate and engage public and decision makers on the vision, need, and options to finance needs

Ms. Novasel suggested adding "E – new South Shore transit system"

Mr. Davis noted the need to ensure a broad reach of education and outreach, including outside the basin

## **WHAT must be done to Implement the Transportation Vision?**

- Develop and illustrate a phased implementation plan of transportation projects and services (roll-out schedule, implementation capacity needs for delivery of projects and services).
- Identify other barriers to implementation (non-monetary).
- Identify needed sector commitments to deliver implementation plan.
- Consider the needs, interactions, concerns, benefits, and outreach to communities outside the Tahoe basin (Truckee, Minden-Gardnerville, Carson City).
- Consider and identify concerns, benefits, and outreach to communities within the Tahoe basin.

Ms. Novasel feels 'transit' needs to be specifically noted.

*Consider and Report on Proposed Implementation of Transportation Projects and Services*

- A. Develop and illustrate a phased implementation plan of transportation projects and services (Roll-out schedule, implementation capacity needs for delivery of projects and services)
- B. Identify barriers to implementation (monetary and non-monetary)
- C. Identify needed sector commitments to deliver implementation plan
- D. Consider the needs, interactions, concerns, benefits, and outreach to communities outside the Tahoe basin (Truckee, Minden-Gardnerville, Carson City, Reno-Sparks)
- E. Consider and identify interactions, concerns, benefits, and outreach to communities within the Tahoe basin

Ms. Hill suggested adding what the long term and short term consequences to the area if this is not moved forward.

Mr. Rice noted the need to not forget the political realities.

Ms. Gustafson suggested in bullet D to add 'outreach to communities and jurisdictions...'

Ms. Novasel added that Placerville needs to be added to the communities in bullet D.

## WHAT Funding Sources are Available?

- Assess existing work on multiple funding sources.
- Identify concerns to address from local/regional/state officials and legislative bodies related to potential funding sources.
- Assess and report on evaluation/screening criteria used for any new potential sources from work that has been done to date.
- Anticipate and consider social equity concerns for any new funding source (means-based, age, veteran, disabled, etc.).
- Assess potential new revenue sources and interplay with other established private, local, state, or federal funding (TOT, BIDs, parking fees, etc.) Identify any conflicts, concerns, and recommendations of how they could be addressed.

Ms. Novasel suggested changing 'means' in the fourth bullet to 'income.'

Ms. Gustafson suggested adding 'workforce/commuters' to the fourth bullet and add another bullet regarding tying funding to the service gained.

Ms. Hill suggested adding somewhere showing the balance between transportation, existing infrastructure and revenues and how to incentivize.

## **WHAT Funding Sources are Available? Cont'd**

- Include how revenue collection methods can provide a tool for objectives like congestion management and vehicle miles traveled reductions.
- Identify education and outreach needs on pricing strategies and other possible funding mechanisms.

Ms. Novasel suggested changing 'objectives' to 'thresholds.'

### *Assess and Report on the Consideration of Funding Sources*

- A. Assess existing work on multiple funding sources including One Tahoe
- B. Review and report on examples of other regions on how approached revenue gap filling efforts for transportation
- C. Identify concerns to address from private/local/regional/state officials related to potential but not established funding sources
- D. Assess and report on evaluation/screening criteria used for any new potential sources from work that has been done to date
- E. Anticipate and consider social equity concerns for any new funding source (Means-based, age, veteran, senior, etc.)

Ms. Novasel capture the possibility of new private funding working with private enterprises.

*Assess and Report on the Consideration of Funding Sources cont'd*

- F. Assess potential new revenue sources and the interplay with other established private, local, state, or federal funding (TOT, BIDs, Parking Fees, etc.) Identify any conflicts, concerns, and recommendations of how to address
- G. Include identification of how collection methods of revenue can provide tools like congestion management and vehicle miles traveled reduction
- H. Identify education and outreach needs on pricing strategies and other possible funding mechanisms.

## **WHAT is the Administrative and Oversight Plan for new Transportation Investments?**

- Identify what entity will collect funding if a non-traditional source is pursued
- Propose how funds will be distributed and for what project types and services
- Review and propose the project selection process
- Identify and propose how regional equity and distribution is considered
- Outline how rate setting can be modified over time and tracked for performance

*Develop a Proposed Model of Administration and Oversight for New Proposed Revenue Source(s) Integrated with Existing Sources for a Regional Program [After Selection of Source(s) by Policy Working Group]*

- A. Identify what entity will collect funding if a non-traditional source is pursued
- B. Propose how funds will be distributed and for what project types and services
- C. Review and propose the project selection process
- D. Identify and propose how regional equity and distribution is considered
- E. Outline how fee rate setting can be modified over time, responsive to needs
- F. Identify how the impact, or the performance of revenue and collection and use can be tracked.

Ms. Hill asked about adding rate incentives.

Ms. Gustafson noted in bullet D the need to be clearer regarding 'equity' and use 'fair share.' She added congestion based pricing is missing and the need to incentivize non-peak travel or alternative mode travel; and that TTD Board's job will be to determine how to govern this and the tools needed to be used in governance to ensure fair share/return to source.

February 11, 2021

Tahoe Transportation District  
128 Market St #3F  
Stateline, NV 89410  
*Submitted via email*



RE: Reinstating TTD transit services past 8:00 pm in South Tahoe

TTD Board and Staff,

The Community Mobility Group's mission is to sustain a citizen-based effort to accelerate a shift toward a healthier Tahoe-Truckee community, environment, and economy. The Community Mobility Workgroup is comprised of residents and representatives of organizations, jurisdictions, and agencies working together to improve bicycle and pedestrian safety, accessibility, and mobility.

We are writing in advance of the public comment agenda item for the Tahoe Transportation District/Tahoe Transportation Commission (TTD, TTC) Board meeting on February 12, 2021. We are requesting that the Board address our concern and create a specific agenda item for an upcoming Board meeting to discuss and give direction on fulfilling TTD's commitment to extend South Tahoe mainline service hours past 8 pm. The service hours extension was supposed to be reinstated in summer 2020.

On November 1<sup>st</sup>, 2018 TTD reduced service hours on South Tahoe local bus routes with trips now ending around 8:00 pm. South Shore employees often begin or end shifts after 8:00pm and rely on public transportation to commute. There are also some Lake Tahoe Community College (LTCC) evening classes that let out around 9:00pm after TTD service to LTCC ends.

The TTD Board voted at the January 2020 Board Meeting to re-extend local service to 10:00 pm, providing a "much needed bidirectional last sweep through the City later in the evening."<sup>1</sup> The staff report from the January 2020 meeting indicated that TTD had \$55,000 for this service in 2020 and that if it was successful, TTD would look for long-term funding. There was never any kind of announcement that this service was not going to be implemented. We acknowledge that COVID has affected transit need to LTCC, but not to Stateline and other employment centers, as shown by 2020 ridership.<sup>2</sup>

One of the unmet transit needs TRPA continued to regularly hear in 2020 was the desire to extend local service past 8 pm. The 2020 Unmet Transit Needs report includes the same description of extended service hours from the 2019 Coordinated Human Services Transportation Plan (CHSTP). The CHSTP was approved

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<sup>1</sup> TTD Board Agenda Packet - January 31, 2020, Agenda Item VIII.B, Pg. 31, Accessed: <https://www.tahoetransportation.org/wp-content/uploads/2020/01/2020-1-31-Spec-TTD-Board-Mtg-Agenda-Packet.pdf>

<sup>2</sup> Ridership on routes 50 and 55 remained relatively strong in 2020 despite COVID. Unfortunately, TTD does not collect stop-level ridership data so it is difficult to tell where the busiest stops are located.

by the TTC board in May 2019 and calls to “Reinstate TTD transit services past 8:00 pm” in South Tahoe.<sup>3</sup> The analysis contained in the 2019 CHSTP and the 2020 Unmet Transit Needs (pages 3 and 2, respectively) is: “On November 1<sup>st</sup>, 2018 TTD restricted South Tahoe local bus service with trips now ending around 8:00pm. South Shore employees often begin or end shifts after 8:00pm and rely on public transportation to commute. There are also some Lake Tahoe Community College (LTCC) evening classes that let out around 9:00pm after TTD service to LTCC ends.”

We look forward to seeing this issue discussed at an upcoming Board meeting and to supporting you in any way in your efforts to implement the extended service hours as appropriate. This would be a great benefit to our community. Thank you again for the opportunity to comment and for your service to our community.

Sincerely,

A handwritten signature in black ink that reads "Rebecca Bryson". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Rebecca Bryson  
Co-Chair of the Community Mobility group

Contact: [rebeccabryson27@yahoo.com](mailto:rebeccabryson27@yahoo.com)

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<sup>3</sup> TTD/C Board Agenda Packet - May 10, 2019, Agenda Item V.A., Attachment B, Pg. 38. Accessed: <https://www.tahoetransportation.org/wp-content/uploads/2020/05/2019-05-10-TTD-C-Board-Mtg-Agenda-Packet.pdf>

**From:** [cbwillb@charter.net](mailto:cbwillb@charter.net)  
**To:** "Judi Allen"  
**Subject:** Public Comment TTD Board Meeting 2.12.2021 Agenda Item II  
**Date:** Friday, February 12, 2021 12:05:27 AM

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Ms Allen, Below are my public comments for the TTD Board meeting on Friday 2.12.2021. Agenda item II. Kindly submit for the meeting record and distribute copies to TTD Board Members. In addition, I will join by phone to speak briefly.

## **Public Comment TTD Board Meeting 2.12.2021 Agenda Item II**

Thank you for organizing the Incline Village Town Hall last night and others to follow. Some brief thoughts:

**Process:** Presentation was helpful but very general. My questions were not answered; others had the same comment. There was a low meeting number limit and sign-up methodology failed to distribute attendees among times.

**Content:** Answers in some cases were unduly vague, sometimes misleading - the question about the hub serving as overflow parking for Sand Harbor and the East Shore Trail was answered inaccurately with what sounded like a denial despite the fact that this primary use is in TTD documents. The issue of parking size in particular was misleading, and in fact I found it dismissive with wording something like: "some have noted the number 350, don't know where that came from, never intended 350 (paraphrased)"

**Questions:** See my submitted questions below which were not addressed - the 350 number came from TTD documents! Further, if the new number is now approximately 175, then where are the remaining needed 175 spots going to be? It is also curious that the available coverage on the OES site has been quoted at ~ 4 acres (by Mr Hasty) and the rough online estimates for parking lots are approximately 100 slots/acre, i.e., just enough at OES for 350 vehicles and some turning room for buses. But maybe that's a coincidence??

I sent Mr Hasty a letter a few weeks ago asking that he please stop denying the numbers in the TTD reports and move to transparency with the public explaining rationale and any changes - last night did not accomplish this goal. The only one of my submitted questions that was answered was the last one with sweeping generalities. Where is the data to support this plan? Where is the options analysis?

So, bottom line - my vote is: Effort appreciated; Content and transparency need work. Many in the audience are well-informed and looking for honest content. Please provide this!

Addendum: Questions submitted, awaiting answers:

1) What exactly is the size of the Sand Harbor and Tahoe East Shore Trail overflow parking proposed for Incline Village and the Transit Hub? TTD's 2019 Transportation Management Plan indicates a Transit Hub with 350 parking spaces plus 126 parking spaces at Ponderosa/Tunnel Creek equalling net at least 318 more vehicles than can currently be accommodated.

2) Of the 810 new parking spaces included in the TTD's 2019 Transportation Management Plan for Rte 28 Corridor overflow, more than 50% are allocated to the small, crowded Incline Village area and accompanying traffic will further clog roads/intersections & impair safety. Please explain why other safer options with lower associated VMT are not prioritized.

3) Under the 2019 Plan referenced above, how many added and total buses/day, from all directions, would turn into and exit from the proposed Incline Transit Hub each summer day to accommodate Sand Harbor and East Shore Trail overflow? And what would be the average bus occupancy?

And I added two questions on line during the meeting (worded here approximately):

4) Where can the community find the comprehensive parking, traffic, transit, evacuation plan for Incline Village?

5) What makes us think that a Transit Hub will be appropriately located in the small community of Incline Village? Note: this is the only question that was sort of answered with some sweeping assertions absent any supporting data.

Submitted by Carole Black, Incline Village resident