

**TAHOE TRANSPORTATION DISTRICT (TTD)
INCLINE VILLAGE MOBILITY COMMITTEE**

Meeting Agenda

**Incline Village Library
845 Alder Avenue
Incline Village, NV**

**May 22, 2023
5:30 p.m.**

The Tahoe Transportation District Incline Village Mobility Committee meeting will be physically open to the public at the Incline Village Library. In accordance with California and Nevada law, Committee members may be teleconferencing into the meeting via GoToWebinar and in accordance with requirements under California Government Code section 54953(f). Members of the public may observe the meeting and submit comments in person at the above location or via GoToWebinar.

Committee members: Alexis Hill-Chair, Andy Chapman, Cindy Gustafson,
Carole Black, John Crockett, Wendy Hummer

To register for the TTD Incline Village Mobility Committee Meeting go to:
<https://attendee.gotowebinar.com/register/2652537048702705755>

After registering, you will receive a confirmation email containing information about joining the
webinar.

Members of the public may provide public comment by sending comments to the Clerk to the Board by email at jallen@tahoetransportation.org. Please note which agenda item the comment pertains to. Comments will be distributed at the meeting and attached to the minutes of the meeting. All comments should be a maximum of 500 words, which corresponds to approximately three minutes of speaking time. Comments for each agenda item should be submitted prior to the close of that agenda item.

Any member of the public who needs accommodations should email or call Judi Allen who will use her best efforts to provide reasonable accommodations to provide as much accessibility as possible, while also maintaining public safety in accordance with TTD's procedure for resolving reasonable accommodation requests. All reasonable accommodations offered will be listed on the TTD website at tahoetransportation.org.

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Committee may combine two or more items for consideration. The Committee may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. CALL TO ORDER AND ROLL CALL

- A. Roll Call and Determination of Quorum
- B. *For Possible Action:* Approval of Agenda for May 22, 2023
- C. *For Possible Action:* Approval of Minutes of April 24, 2023

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II. PUBLIC INTEREST COMMENTS

All comments are to be limited to no more than three minutes per person for non-agendized items. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

III. DISCUSSION ITEMS

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IV. DISTRICT MANAGER REPORT

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

This portion of the agenda is for members to make requests for future agenda items or to make a brief report about personal activities without further deliberation by the committee, although any member may request an item to be placed on a future agenda in response to such remarks.

VI. PUBLIC INTEREST COMMENTS

All comments are to be limited to no more than three minutes per person for non-agendized items. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

VII. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

This notice and agenda has been posted at the TTD office and at the Stateline, Nevada post office. The notice and agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office and the North Tahoe Chamber of Commerce and on the TTD website: www.tahoetransportation.org.

For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given at least three working days before the meeting by posting a copy of this agenda at the principal office of TTD and at three other separate, prominent places within the jurisdiction of TTD not later than 9 a.m. of the third working day before the meeting.

Written notice of this meeting has been given by providing a copy of this agenda to any person who has requested notice of the meetings of the Committee. Such notice was delivered to the postal service used by the Committee not later than 9 a.m. of the third working day before the meeting for transmittal to the requester by regular mail, or if feasible for TTD and the requester has agreed to receive the public notice by electronic mail, transmitted to the requester by electronic mail sent not later than 9 a.m. of the third working day before the meeting.

Supporting materials were provided to any person requesting such materials and were made available to the requester at the time the material was provided to the members of the Committee or, if provided to the members of the Committee at the meeting, were made available to the requester at the meeting and are available on the TTD website: www.tahoetransportation.org. Please send requests for copies of supporting materials to Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT
INCLINE VILLAGE MOBILITY
COMMITTEE MEETING MINUTES
April 24, 2023**

Committee Members in Attendance:

Alexis Hill, Washoe County
Carole Black, Public Member (attended remotely)
Andy Chapman, TNT-TMA
Cindy Gustafson, Placer County
Wendy Hummer, Public Member

Committee Members Absent:

John Crockett, Public Member

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Judi Allen, Tahoe Transportation District

I. CALL TO ORDER AND GENERAL MATTERS

A. Roll Call and Determination of Quorum

The meeting of the Committee was called to order by Ms. Hill at 5:31 p.m. at the Incline Village Library and via GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the Committee.

B. Approval of Agenda for April 24, 2023

Motion/second by Ms. Gustafson/Mr. Chapman to approve the committee agenda for today's meeting. The motion passed unanimously.

C. Approval of Minutes for February 27, 2023

Motion/second by Mr. Chapman/Ms. Hummer to approve the committee minutes. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

Doug Flaherty, Tahoe Clean Air.org, stated TRPA and TTD continues to purposely set up situations where the public is put in a position to attend numerous meetings.

John Epolito asked how many committees the members can be on and stated they don't want a bus hub at the old Elementary School and should have it at the trail.

Aaron Vanderpool stated it should be clear that the community does not support a mobility hub and the project is reducing workforce housing.

Jackie Chandler asked what pressure is on TTD and wants to help constructively serve the visitors in the best way possible to minimize the impact to the Lake.

Megan Barth stated the community's opposition to the mobility hub has been ignored.

Lorene Meyer asked to find a different location for a mobility hub.

Yolanda Knaak stated the old Elementary School is a bad location and traffic is the number one issue.

Patricia Lorde stated not to use the old Elementary School as a mobility hub, just have bus stops.

Jay Lorde asked why there is no discussion on the public comment items.

III. DISCUSSION ITEMS

A. Schedule Update for the Incline Village Mobility Hub Project Concepts and Public Involvement Plan Process and Next Steps for Stakeholder Engagement

Mr. Hasty reviewed this item. The committee moved the scheduled May 29 meeting to May 22, due to the Memorial Day holiday. Ms. Hill explained why the committee was formed for this project. Ms. Black stated the data suggests that any approach that brings vehicles into that area is a mistake and people need to be diverted. Ms. Black reviewed her slides. Ms. Hummer noted there is more to the project and the need to connect the dots all around. Mr. Chapman noted capture locations are planned, but mobility hubs are still needed.

Jackie Chandler suggested using the East Shore Trailhead bus stop as a mobility hub.

John Epolito asked what an unmet need is and the development is what is needed to pay attention to.

Aaron Vanderpool stated the workshop was a waste and there is the need for affordable housing.

Chuck Meyer, long-term resident, stated you need to look at the entire system, not one thing at a time.

Doug Flaherty, Tahoe Clean Air.org, said thanks for the red herring discussion earlier and an environmental impact score needs to be included.

Helen Neff, Incline Village resident, asked the schedule be updated to reflect that the March meeting did not happen and the update did not occur.

Lorene Meyer asked if any of the committee members work or have worked in the tourism business and feels it would be a conflict of interest.

James Hoyle, resident near the school site, stated the school site is the worst site in town and doesn't need a bunch of tourists coming in and throwing trash around.

Sara Schmitz, resident, stated their input at the workshop appears to be being ignored and the real solution is to have visitors park at the other side of the basin.

Melissa, Incline Village resident, stated a transportation hub on this side of town would help achieve reduced noise and air pollution, reduced road congestion, steady tax dollars from tourism and good paying jobs for locals.

Patricia Lorde stated she disagrees with the bus hub.

Megan Barth agrees with the comments and asked how many years and how many meetings will it take before realizing the villagers do not want a hub.

Gina Barth, long-time resident, stated she feels the meetings would be more productive if the Tahoe Fund and Sand Harbor are involved and to look at what Emerald Bay is doing with their parking issues.

Mary Becker stated she is happy this panel is trying to be proactive to take care of the traffic issues and this panel has nothing to do with development.

Kathie Julian is not opposed to a mobility hub in Incline, as long as it is not at the old elementary school site.

Action Requested: For Information

B. Update on Implementation Efforts Underway Regarding the Nevada State Route 28 Multi-Modal Transportation Plan and the Regional Transportation Plan Including Transit, Trails, Parking, and Mobility Hubs That Connect to Recreation, Commercial, and Residential Land Uses

Items III.B. and III.C. were tabled, however public comment was taken.

Ms. Black requested a full reference report of the East Shore Express.

Ms. Gustafson asked if an origination/destination study on car use was done. Mr. Hasty stated yes, in the 2017 Corridor Plan.

John Epolito stated safety isn't taken into account.

Sara Schmitz stated there needs to be a pedestrian overcrossing at the roundabouts at Kings Beach, parking on SR 28 should be allowed during the winter, and there cannot be a water taxi at Incline Village.

Doug Flaherty, Tahoe Clean Air.org, stated he feels the pristine East Shore is in jeopardy and docents and protection are needed.

Aaron Vanderpool stated the more you develop the more you destroy and transportation is not needed in the neighborhood.

Action Requested: For Information

C. Informational Report on the East Shore Express 2023 Season

Action Requested: For Information

IV. DISTRICT MANAGER REPORT

Mr. Hasty had nothing further to report.

V. COMMITTEE MEMBER REQUESTS AND COMMENTS

Ms. Black noted the consultants need to be managed.

VI. PUBLIC INTEREST COMMENTS

Jackie Chandler stated Tahoe is not a national park and the visitors need to be managed and don't beat up the committee, but help come up with solutions.

Gina Barth requested the website be kept up to date and use other forms of communication.

Kathie Julian urged Ms. Hill and Ms. Gustafson to work on an evacuation plan.

VII. ADJOURNMENT

The meeting adjourned at 7:45 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.)

From: [Aaron](#)
To: [Judi Allen](#)
Subject: Public Comment TTD April 24th meeting
Date: Monday, April 24, 2023 4:18:12 PM

Dear Judi,

I plan to speak at the meeting tonight but here is a copy of what I will say to please include in the record.

Thanks, Aaron

After the TTD workshop on Thursday April 20th - it should be clear as a bell that there is NO community support for what you are doing.

Unless the mobility hub is located at the trailhead of the east shore trail or the Hyatt

You are:

Increasing traffic congestion and increasing VMT via another service and reason for tourists to drive here.

Reducing public safety.

Increasing environmental air, water, light and noise pollution.

Reducing affordable housing opportunities via taking up land at your unneeded development at the OES.

Reducing affordable housing due to incentivizing workforce housing to convert to short-term rentals in the lowest income neighborhood of town.

People have been telling you for years now and all you are doing is increase community distrust, contempt and disdain by ignoring feedback.

I encourage you to stop wasting time and taxpayer money in pursuing the OES. Start the process of selling the OES to raise liquidity to have ready for other opportunities that actually fix our congestion problem.

Aaron Vanderpool
806 Oriole Way

From: [Julia Simens](#)
To: [Judi Allen](#)
Subject: Mobility Hub Meeting April 24, 2023
Date: Saturday, April 22, 2023 9:24:44 AM

Please include in the upcoming meeting.

I strongly agree with the majority of full time residents in Incline Village that the transit hub should not be located in the old elementary site.

I received an email for Alexis Hill on My 3rd, 2021 saying-

Thanks for the email. I hear the community loud and clear that the old elementary school site for the mobility hub location doesn't work. Sadly, in order to accept the federal grant TTD needed to move forward with the purchase of the property however, our work isn't over. If this purchase moves forward, we will be working over the next year with the community to find the right location for the mobility hub if the school location doesn't work for the community - which includes looking at sites like the Sheriff's Office Substation. I hope you'll stay involved to give your insights during this process.

That area of Incline is already crowded and does not need large buses and more cars coming onto those streets.

Additional sites much more vehicle friendly would be near the UNR-campus or locations with easier access in and out such as across from the Nine 47 Tahoe location or the Tunnel Creek location.

Julia Simens
Owner since 1998
1000 Lakeshore Blvd

Note: Meeting canceled; re-submit for inclusion in the record for the IV Mobility Hub Meeting 4.2023

Public Comment Washoe County Incline Village Mobility Committee Meeting, March 27, 2023
Submitted by Carole Black as Incline Village Resident (& Committee Member)

“Every System is perfectly designed to deliver the results it gets”*

I submit public comment as a resident of Incline Village who applied to be a committee member hoping that this process would facilitate development of a “system” of transit re Incline Village area to safely serve both the needs of local community and broader Basin. When I applied, I spoke of experience with and belief in data-based Total Quality Management principles for successful process improvement. As a Committee member I submitted a list of data questions/request that I thought would be important in driving successful system design.

To date, there has been no response to this request for updated data. Recently with substantial personal effort, I found some more current data and presented a resulting concept at last month’s meeting which I think was positively received. Gratifying but unfortunately still has not led to a comprehensive recent data review/discussion for the committee??

Also, at last month’s meeting when the public outreach plan was presented, I and other requested to review the proposed questionnaire before distribution. Staff assertion was that, paraphrasing ... it would be “left to the experts” because of “fear of bias.” When the survey was released to the public last week, imagine my surprise that:

- there was no Spanish version
- single open-ended query did not address key question: “what would help you to use transit options more frequently?”
- and, most importantly, the multiple choice items included options which, while they may get lots of votes, are not supportable by the available data in designing a system to improve safety or outcomes in the Incline Village area

Specifically, the data indicates that traffic volumes which include significant numbers of day visitors exceed typical similar road capacity during busy seasons and there is elevated accident frequency. Thus the need is to reduce vehicle trips by bringing day visitors (and others) to the area by transit – adding local parking simply adds vehicles and congestion. So why are we asking about parking re Mobility Hub. Until there are larger roads, bringing more people in personal vehicles by providing parking appears to simply add risk.

I believe questionnaire should have been constructed considering options to address data-identified issues. I worry about designing a system which, while congruent with apparent agencies vision, could drive more, not less, traffic congestion/accidents along Rte 28 and within Incline Village - thus a **“system perfectly designed to deliver the results it gets.”**

* <https://www.ihl.org/communities/blogs/origin-of-every-system-is-perfectly-designed-quote>

NOTE: Mtg canceled; Re-submit for the record to IV Mobility Hub Mtg 4.24.2023

To: Incline Village Mobility Committee

From: Carole Black, re Committee Member Item

Re: Draft Transit Concept and Pilot Proposal for Committee Member Comment Agenda Item, IV Mobility Hub Meeting 3.27.2023

I have been thinking about a comment Commissioner Hill made when I was making some IV Transit suggestions: that the ideas I floated would require many, many cooperating agencies and be very complicated to implement. On reflection I have realized that much of what I proposed is either wholly within the control of Washoe County and/or TTD and/or can be definitively influenced by WC or TTD to implement.

At last month's Committee meeting I presented some relatively recent data that led me to the following conclusions:

- Mobility Hub concepts which bring Rte 28 Corridor day visitor vehicles either along the Rte 28 segment between Crystal Bay and Incline Village and/or along its continuation into/through Incline Village are ill-advised for both safety (accident frequency) and traffic congestion (safe road vehicle trip volumes are already exceeded).
- Systems are needed so that these visitors arrive via transit (or non-vehicle modalities)! Current, and certainly more traffic, cannot be accommodated safely without more road capacity.

In addition, I have learned re Sand Harbor, East Shore Trailhead area, and ...

I. Sand Harbor:

- Access to Sand Harbor in summer is limited to on site Sand Harbor parking spaces plus arrivals via ESE
- To ensure ESE access, Sand Harbor doesn't fill all parking spaces leaving numbers vacant every day
- No walk-in or bike access is allowed

II. East Shore Trailhead area:

- Trail parking (90 spaces) exists but is inadequate for demand drawing even more vehicles into crowded areas
 - In a ~2011 report when the IV Mobility Hub was initially being considered a high level analysis of possible sites occurred. Several were considered including OES site which was felt to be less than optimal for all the reasons residents now worry about. The then favored site was in the vicinity of the current parking for the East Shore Trail/Trailhead. A concept map was developed with sketch for transit transfers and vehicle turnaround
- III. ESE interface:** During the summer ESE parking areas accommodate 175 vehicles and I have heard usage numbers in the 150 car range. Some of these riders may originate in Incline Village/Crystal Bay but the overwhelming majority (85% from NLT, Reno or out of Basin) do not.

IV. Other Tahoe Area Hub Master Plans: I just noted these marked on a chart on today's presentation document and have not reviewed re possible ideas

Pilot Proposal: Below is a proposed pilot program ? for Summer 2023 to begin to address these items. **The Pilot's premise is simple: Data indicates that Day Visitors to the Rte 28 Corridor significantly contribute to high traffic volumes & impacts along Rte 28 in IVCB. Thus the pilot strategy will be to direct this volume to arrival via transit by:**

- **Limiting access to transit connector for Rte 28 Corridor sites (ESE) to a) arrivals by transit and b) local (IVCB) residents and overnight visitors (within TTD control; Washoe County needed re Rte 431 area services)**
- **As feasible, aggressively manage existing parking capacity with reservation systems, added Sand Harbor spaces and possibly limiting access to East Shore Trail as above plus trailhead reserved parking (within TTD partial control/needs Sand Harbor for full control)**
- **Aggressive illegal parking enforcement is a likely collateral requirement (within Washoe County control)**

ESE service schedule impact:

- Service would need to run on a schedule aligned with other transit with limited stops along Rte 28 in IVCB at selected TART bus stops (? near Southwood intersection on Rte 28 and at the East Shore Trailhead)
- To board the ESE for Rte 28 Corridor sites, rider must show proof of arrival at IVCB bus stop via a transit service. The only exceptions will be IVCB residents or overnight visitors to IVCB both with documentation required

Collateral Impacts:

- ESE would need to publicize new requirements to board the ESE vehicles to/from Sand Harbor. And also publicize re: No ESE parking in IVCB! ... **TTD control**
- Bus service to/from IVCB from NLT might need adjustment to accommodate added volumes and, if there are service gaps am's and after 4:30 pm in IV, these might be closed and a Reno connection developed; also depending on volumes, may need some TART bus turnaround at Trailhead area during busy times, e.g., alternate route to avoid neighborhood disruption from increased trips needed to server Rte 28 corridor volume especially in summer ... **TTD control (possibly partially w/Washoe County/NDOT)**
- ESE vehicle turnaround could occur using the Rte 28 roundabout ... **TTD control, ? with NDOT**
- There might be a resulting bump in illegal parking either at the trail head area and/or along Rte 28 >> more parking tickets transiently ... **coordinate with Sheriff**

Helpful additional elements include:

- Parking reservation system for Trail parking ... **TTD control**
- Others require **Sand Harbor cooperation/collaboration** including a) opening closed parking spaces (which should occur as ESE volumes fall); b) parking reservation system at Sand Harbor and c) East Shore Trailhead check re arrival status for daytime admission

Draft Concept Schematic (Note: location/configuration of Transfer Station 1 along Rte 28 tbd; Transfer Station 2 also tbd, suggesting alignment with TrailHead and parking there as well as space for potential transit vehicle turnaround and more "HUB" presence):



ADDENDUM:

I. Future concern: Further expansion along East Shore to South: LT area Event Center?

I heard a rumor that someone or some document related to this project referenced “waiting for the Incline Village Hub.” If correct, now is the time to address any potential misconceptions > any concept of providing transit access for events with parking in the IVCB area should be contained **now!** ... Otherwise what is now primarily a summer crisis will potentially become year-round.

IV Mobility Hub or Hubs can function as transit transfer locations. But only documented transit arrivals or IVCB residents/overnight visitors should be allowed boarding for Rte 28 Corridor sites >> south shore events. The issues being the same as noted above.

II. DRAFT Pilot “Rules”:

Who can board ESE in IV and/or Sand Harbor?

IVCB residents with identification showing name and address (e.g., license)
IVCB overnight visitors showing proof of stay in IVCB
Others with proof of transit arrival in IV

What if I ride my bike or walk from Kings Beach or the CA stateline area to IV?

Should be very low volume currently so maybe accept statement at face value as non-vehicle access?
If this approach is successful and continues and trails between IV and Kings Beach open, then maybe a check-in area, possibly even some bike facilities, at Transfer Station #1 to assess arrivals?

>> Submitted for inclusion with Public Comment for IV Mobility Hub Meeting 4.24.2023

Public Comment Washoe County Incline Village Mobility Hub Workshop, April 20, 2023

Submitted by Carole Black as Incline Village Resident (& Committee Member)

“Every System is perfectly designed to deliver the results it gets”*

I submit public comment as a resident of Incline Village who applied to be a Mobility Hub committee member hoping that this process would facilitate development of a “system” of transit re Incline Village area to safely serve both the needs of local community and broader Basin. When I applied, I spoke of experience with and belief in data-based Total Quality Management principles for successful process improvement. As a Committee member I quickly submitted a list of data questions/request that I thought would be important in driving successful system design.

To date, there has been slow response to this request for updated data. Recently with substantial personal effort, I found some more current data and presented a resulting concept at February’s committee meeting which I think was positively received. Gratifying but unfortunately still has not led to a comprehensive recent data review/discussion for the committee nor is it clear that local current data has driven much, if any, of the planning for the circulating questionnaire or this evening’s workshop??

When public outreach plans have been presented at committee meetings, I and others requested to review proposed content before distribution. Staff assertion re the questionnaire was that, paraphrasing ... it would be “left to the experts” because of “fear of bias.” When the survey was released to the public, imagine my surprise that:
- single open-ended query did not address key question: “what would help you to use transit options more?”
- and, most importantly, the multiple choice items included options which, while they may get lots of votes, are not supportable by the available data in designing a system to improve safety or outcomes in the Incline Village area
And again today’s Workshop content was similarly not provided to be previewed by the Mobility Hub Committee.

Some major concern examples relate to traffic volumes/congestion as follows:

- Data indicates that traffic volumes which include significant numbers of day visitors exceed typical similar road capacity during busy seasons and there is elevated accident frequency along Rte 28 from Crystal Bay through Incline Village. Thus the need is to reduce vehicle trips by bringing visitors to the area by transit – adding local parking simply adds vehicles and congestion. So why are we asking about parking re Mobility Hub. Until there are larger roads, bringing more people in personal vehicles by providing parking appears to simply add risk. Yet even now proposal is to increase ESE volumes this summer with no other mitigating changes!

- And what about events at the soon to open Tahoe Blue Event Center near SLT? 4000-6000 occupant capacity for events in off seasons with insufficient parking and a bus route dotted line to Incline Village on plans? More incoming traffic/vehicles/congestion to park at central IV Hub!! Thus, might summer’s traffic mess become year-round if Hub offers parking?

- Evacuation planning focuses on population (i.e., residents), not visitors. So, how reliable are projections in our risk-filled local environment with even existing traffic congestion? This winter’s weather was assuredly more severe than many prior years but how safe are we when EMS/Fire services cannot readily navigate traffic clogged roads?

As best I can tell suggestions re the Site Selection Criteria Set have not been taken, specifically more explicit focus on safety including neighborhood safety, e.g., change “Road Safety Score” to “Public Safety Score” and add “Environmental Safety Score.” And who was asked in the context of data about possible alternative site areas if that’s on today’s agenda – it wasn’t the Committee! Further lots of nice “amenities” are offered/suggested but this diverts attention from core issue > a better transit system addressing data-identified issues/root causes and providing data-based solutions to resolve! E.g., what about the significant gaps currently in bus service schedules to/from IV?

Bottom Line: I have focused on visitor parking/traffic. There are many other concerns including where to safely turn buses. I believe questionnaire and workshop should have been constructed considering options to address current data-identified issues and drivers with Committee input. I worry about designing a system/choosing a site which is congruent with apparent agencies vision but could instead drive more, not less, traffic congestion/accidents along Rte 28 and within Incline Village - thus a **“system perfectly designed to deliver the results it gets.”** Just like what we had, and still have to some degree, with the traffic/parking mess created by the Tahoe East Shore Trail!

* <https://www.ihl.org/communities/blogs/origin-of-every-system-is-perfectly-designed-quote>



April 24, 2023

RE: Written Public Comment - TTD Incline Village Mobility Committee Meeting April 24, 2023.

OES = Old Elementary School (used interchangeably as 771 Southwood Blvd, Incline Village, NV)

ESE = East Shore Express

TTD = Tahoe Transportation District

TRPA =Tahoe Regional Planning Agency

FTA = Federal Transit Administration

VMT = Vehicle Miles Traveled

Dear TTD Staff and TTD Mobility Hub Committee Members:

Please ensure that this written comment is made part of the record and the minutes during today's TTD Incline Village Mobility Hub Committee meeting.

This written Public Comment is being provided on behalf of TahoeCleanAir.org.

TahoeCleanAir.org is opposed to the OES site being considered or used as one of the **“alternative”** locations for a TTD mobility hub, and is opposed to its use in connection with the ESE for the following reasons:

TTD claims of trip reductions, getting people out of their cars, VMT claims, and traffic reduction claims, continue to be highly controversial, subjective, arbitrary, and capricious and TTD’s stated outcomes highly uncertain. The TTD would require a "crystal ball" to make such claims.

As part of years of testimony from Incline Village resident subject matter experts, including residents living in high density neighborhoods directly adjacent to the OES site, egress and access to this parcel is woefully unsafe.

Further, as referenced by TTD’s consulting firm, the existing mobility hubs in Vail, CO, Sparks and Reno NV, and the remote facility of Tahoe City, bare little or no relevance to the close in neighborhood safety and environmental impacts that a 365 day a year mobility hub and continued ESE use will bring to the center of Incline Village.

Further, the January 20, 2023, TTD *“Incline Village Mobility Hub Data Review and Context **Draft Memorandum**”*, Table 3-1: “Screening Criteria Categories” are subjective, incomplete, arbitrary, capricious, and designed in favor of the TTDs relentless quest to construct a mobility hub at the OES site, of which is within and adjacent to a dense close in traffic safety peril neighborhood as well as an environmentally sensitive area.

As an example:

TTD and its consultants failed to provide an **“Environmental Impact Score”** within its **“screening criteria list”**. This, to avoid a data driven analysis of past, current, and future cumulative environmental impacts in relation to all potential locations. This includes an analysis of direct or adjacent site locations that rest within or adjacent to any environmentally sensitive area. In the case of the OES site, as an example, an **Environmental Impact Score** would consider an analysis of the OES site and its impacts within and directly adjacent to the **“Burnt Cedar and Wood Creek Watersheds”**. This includes Burnt Cedar creek itself, an ephemeral stream, which begins on OES property and drains ¼ mile directly into Lake Tahoe waters. How can the TTD ever claim that they are working to protect the environment and waters of Lake Tahoe when they **fail to provide** any reference whatsoever to an **“Environmental Impact Score”** for all possible Mobility Hub alternative sites.

Additionally, within the TTD Screening criteria, **Item 7: Road Safety Score** should be **re-labeled “Public Safety Score”** and placed at the top of the screening criteria list. This item should discuss data driven measurements of all

site alternatives, including a comprehensive traffic study, access and egress analyses including slopes, neighborhood pedestrian impacts and safe wildfire evacuation, in connection with human and roadway overcapacity in densely populated neighborhoods, including stranded transit users during a wildfire.

Further, the deficiencies of the eight (8) draft screening criteria provided by TTD Staff for selection of an Incline Village Mobility Hub are discussed below [with comments added in blue](#):

1. **Transit System Score** - Consider how well integrated the location is with respect to the existing transit network. [Comment: The terms “well-integrated” and “existing transit needs” are subjective, arbitrary, and capricious in relation to the OES site. TTD fails to provide significant and substantial data indicating otherwise. 771 Southwood Blvd currently provides an unsafe short term seasonal East Shore Express service location which cannot be safely “well integrated” when it comes to the neighborhood public safety impacts of a 365-day year-round, full mobility service hub.](#)
2. **Transit Propensity Score** - Overlay various points of mobility data to understand locations with “high” mobility needs and potential transit demand. [Comment: TTD fails to provide significant and substantial data demonstrating that 771 Southwood mobility needs are “high”. The OES site currently provides an unsafe short term seasonal East Shore Express service location which cannot be safely “well integrated” when it comes to the neighborhood public safety and environmental impacts of the ESE or a 365-day year-round, mobility service hub. TTD has not provided substantial data to indicate a “high mobility need”, confusing ESE ridership numbers, as being synonymous with the extremely low demand of a year-round mobility hub. Data indicates that public transportation ridership choice is extremely low compared to other forms of transportation.](#)
3. **Recreational Access Score** - Consider the proximity a “high mobility need” and potential transit demands” ease of connection to recreational amenities for locals and visitors. [Comment: The term “high mobility need” and “potential transit demand’s”, for locals and visitors is subjective, arbitrary, and capricious in connection with a 365-day year-round mobility hub at 771 Southwood Blvd. TTD fails to provide significant and substantial data indicating otherwise.](#)
4. **Key Destination Score** - Examine the location’s proximity and ease of connection to significant destinations, services, and activity centers. [Comment: Any suggestion that a hub at the OES will promote the ease of connection to “significant destination”, “services” and “activity centers” walking or access subjective, arbitrary, and capricious and stated outcomes are highly unlikely. TTD fails to provide significant and substantial data indicating otherwise.](#)
5. **Walkability Score** - Analyze the extent of the surrounding sidewalk and trail networks connecting to the potential location. [Comment: Any suggestion that a mobility hub geographically located at the OES will promote walking or trail use is subjective, arbitrary, and capricious and stated outcomes are highly unlikely. TTD fails to provide significant and substantial data indicating otherwise.](#)
6. **Bikeability Score** - Analyze the extent of the surrounding bike network (on the street and multi-use trail) connecting to the potential location. [Comment: Any suggestion that a hub geographically located at the OES will promote biking or trail use is subjective, arbitrary, and capricious and stated outcomes highly unlikely. TTD fails to provide significant and substantial data indicating otherwise.](#)
7. **Road Safety Score** - Examine crash data (or other relevant data) in proximity to mobility hub locations. [Comment: As stated above, this screening criteria should be re-labeled “Public Safety Score.” Crash data is only one piece of screening criteria regarding public safety. This item should be re-labeled “Public Safety Score” and placed at the top of the screening criteria list. This item should discuss data driven measurements of all site alternatives, including a comprehensive traffic study, access and egress analyses including slopes, neighborhood pedestrian impacts and safe wildfire evacuation, in connection with human and roadway overcapacity in densely populated neighborhoods, including stranded transit users during a wildfire.](#)

8. Property Size Score - The location meets the minimum square footage to accommodate the mobility hub program and allow for future growth. [Comment: The reference to accommodating future growth is synonyms with TTD creation of public safety perils caused by increased human and roadway overcapacity, is subjective, arbitrary, and capricious. TTD fails to provide significant and substantial data indicating otherwise.](#)

Further, the original Federal Transit Authority (FTA) National Environmental Policy Act (NEPA) Protective Acquisition funding application submitted by NDOT and TTD, which granted a NEPA “Categorical Exclusion” (CE), in order for TTD to receive federal funding to purchase the OES property, was fundamentally flawed and misleading.

NDOT and TTD stated, as part of the original NEPA protective acquisition funding application and correspondence, that the “Acquisition or transfer of interest in the real property is 1) not within or adjacent to a recognized environmentally sensitive area and 2) the use of the property by the TTD would not result in a substantial change in the functional use of the property...”

- 1.. With regard to past and present “functional use” of the OES property:

In an original letter from NDOT to the FTA, seeking funding to secure the purchase of 771 Southwood Blvd funding, NDOT/TTD stated, “For the last nine years, Tahoe Transportation District has been using the Property for a seasonal transportation hub” ... when actually the past use of the property was that of a 10-year inactive school campus with 8 years of non-permitted TTD parking and a non-permitted bus TTD transit stop.

The continued 8 yr. past illegal use of the 771 Southwood Blvd, by the TTD, is now substantiated as part of the record, via discussions between the TRPA and TTD Staff during the recent October 26, 2022, Incline Village residents TRPA Appeal of the Temporary Use Permit, as connected with the 2022-2023 East Shore Express operation.

2. Further, in order to receive FTA Protective Acquisition Funding approval, in its original 23 CFR 771.118 (C)(6) Categorical Exclusion Application and correspondence seeking federal funding, NDOT/TTD stated that the 771 Southwood property was not within or adjacent to a “recognized” environmentally sensitive area and therefore a Categorical Exclusion (CE) should be granted.

Per NEPA, CEs are actions that do not individually or cumulatively have significant environmental effects or impacts and are excluded from the requirement to prepare an environmental assessment (EA) or environmental impact statement (EIS) **when there are no “unusual circumstances”** (40 CFR 1508.4, 23 CFR 771.118). CEs are not exempt from NEPA.

However, NDOT and **TTD failed to inform the FTA**, in its original funding application that:

Lake Tahoe is listed under the Clean Water Act Section 303(d) as “impaired”, which clearly represents an “unusual circumstance” with regard to the 771 Southwood property which is located on and adjacent to the environmentally sensitive Burnt Cedar and Wood Creek Watersheds.

While the recent good news headline regarding Tahoe’s clarity is indeed good news, the UC Davis comments indicated, that this is a short-term window of improvement, and the degradation of Tahoe’s clarity is expected to revert back to its 20-year history of degradation upon the expected return of the mysis shrimp. This means TTD and TRPA failures to protect Lake Tahoe will return.

The “impaired” water listing is due to three pollutants; nitrogen, phosphorus, and sediment, all of which are responsible for Lake Tahoe’s deep water transparency loss.

It is evident that the OES property is the headwater property of a visible and “intervening” seasonal ephemeral stream recognized in sediment studies (Simon) and NDEP), as Burnt Cedar Creek. This visible “intervening” ephemeral stream deposits runoff sediment directly into the waters of Lake Tahoe within ¼ mile of the headwater property in question through a series of ditches and pipes, and of which stream,

the Tahoe Regional Planning Agency has failed to adequately improve to prevent pollution runoff in order to help protect Lake Clarity.

The “intervening” ephemeral stream is within and adjacent to 1) the Lake Tahoe Burnt Cedar Creek Watershed and adjacent Wood Creek Watershed – see Simon – referencing Burnt Cedar and Wood Creek Watersheds) ... Simon is also “recognized” in the Nevada Division of Environmental Protection – Final Lake Tahoe Total Maximum Daily – Report to the US EPA. Pages 7-5 and 7-6 and throughout. The “unusual circumstance” of Lake Tahoe being listed as “impaired” waters under the Clean Water Act Section 303(d) makes both of these watersheds “recognized” environmentally sensitive areas.

Further, the Burnt Cedar and Wood Creek watersheds, are “recognized” environmentally sensitive areas, since they **cumulatively**, along with all other Lake Tahoe watersheds add “impaired” 303(d) water listed sediment and pollutants to Lake Tahoe waters, and the issuance of a CE by the FTA allowing purchase of the 771 Southwood property, without investigating this unusual 303(d) circumstance, was not appropriate, and at minimum there should have been a publicly noticed Environmental Assessment (EA) process undertaken by the FTA to help determine the need for an Environmental Impact Statement.

TTD’s stated need for a mobility hub at this location is subjective, arbitrary, and capricious, agenda driven and said need is not supported by substantial nor significant data.

The information provided below discusses the TTD 2022-2023 East Shore Express Temporary Permit process is germane and directly tied to the overall Mobility Hub process.

1. The TRPA granting of the 2022-2023 ESE Temporary Use Permit represented a “change in use” from the original 8-year use of the property, and such change in use was an intensification of use and was not based on fact but was arbitrary and capricious. The TRPA and TTD therefore violated NEPA when it intensified the use of 771 Southwood Blvd as part of a “special condition” attached to 2022-2023 ESE Temporary Use Permit without a NEPA Environmental review process.

TTD Staff Reports continue to state that “the service has been operating for a number of years on a less-formalized basis, of which is an obfuscation—vague and incomplete—since the past use of the property was that of a 10-year inactive school campus with 8 years of non-permitted TTD parking and a non-permitted bus TTD transit stop. “Less formalized” in this case means, “unpermitted.”

The original TRPA Temporary Use Permit Application by the TTD requested the permit for the purpose of “Intercept Parking for East Shore Shuttle Service to SR 28 and Sand Harbor”. However, TRPA arbitrarily and capriciously granted, without a request from the Applicant an intensified and expanded “change of use” from the property’s past illegal use.

This was done by arbitrarily inserting a Special Condition, of which Special Conditions are normally considered “planning permissions” to mitigate or compensate for negative impacts. However, in the case of permit Special Condition 1, especially as it applies to 771 Southwood Blvd, TRPA arbitrarily and capriciously granted an intensified and expanded the “change of use”. This act required TRPA and TTD to consult with the FTA which is the only agency with NEPA primacy in this particular case.

2.. During the Temporary Use Permit Process for the 2022-2023 ESE Operation TRPA Violated its own Chapter 6.2. JOINT ENVIRONMENTAL DOCUMENTS which states:

... the National Environmental Policy Act (NEPA) or other state or local environmental review, TRPA shall, whenever feasible, coordinate its environmental review process with the local, state, or Federal process. Coordination would include joint activities such as scoping, selection of consultants, notice, and concurrent comment periods.

Because the 771 Southwood property was purchased using FTA Federal funds via an application for funding in connection with a NEPA Categorical Exclusion (CE) Protective Property Acquisition request by

the Nevada DOT on behalf of the TTD, the primacy for regulatory environmental review considerations rests with the FTA under NEPA.

Primary FTA primacy and reach is germane in this case since the TRPA staff arbitrarily created, and the TRPA Hearing Officer approved, a Special Use Permit “change of use” from that of an illegal use of operating without the required TRPA parking permits, to an intensified “use” of a **“Transit Station and Terminal.”**

As explained by FTA’s Mr. Ted Matley, in an email on June 7, 2021, “Change of Use” triggers an additional [required] review and determination under the National Environmental Policy Act (NEPA).

Matley goes on to comment:

“The Categorical Exclusion (CE) determination that FTA Region IX issued allows the project sponsor to purchase the property using Federal funds, should the project sponsor choose to do so. The FTA CE determination does not include approval for any future changes to, or development of, the property.”

“If the property is purchased using Federal funds, or should Federal funds be proposed to fund the development of or change the use of the property, **an additional review and determination under the National Environmental Policy Act (NEPA)** is required to develop or change the use of the property. We have confirmed with the project sponsor that they understand the limitations of the current FTA CE determination and that any future action to develop the property or change the use will require additional NEPA analysis.

3. And finally, as currently written, the new and old TRPA “armchair” Environmental Checklists contained in various past TRPA and TTD ESE Staff reports are inadequate and a sham, designed to sidestep the identification and analysis of the true local community as well as basin wide cumulative impacts/effects of the ESE and all projects within the Lake Tahoe Basin.

In this case, the desktop environmental checklist failed to recognize that the site is within and adjacent to the recognized environmental sensitive areas of the Burnt Cedar and Wood Creek Watersheds and that Lake Tahoe is listed under the Clean Water Act Section 303(d) as “impaired” waters.

Further, for the most part, the subjective staff armchair conclusions within the Environmental Checklist are not based on substantial or significant evidence, are rather opinionated, arbitrary, and capricious, and continue to violate the Bi-State Compact requirements of Tahoe Basin equilibrium and harmony.

Sincerely,
Doug Flaherty, President
Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)
A Nevada 501(c)(3) Non-Profit Corporation
774 Mays Blvd 10-124
Incline Village, NV 89451

[TahoeCleanAir.org Organizational Purpose](#)

Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.Org) is a Nevada 501 (c) (3) non-profit corporation registered to do business in the State of California. Our organizational purpose extends beyond protecting clean air, and includes, among other purposes, protecting and preserving natural resources, including but not limited to clean air, clean water, including lake and stream clarity, soils, plants and vegetation, wildlife and wildlife habitat including wildlife corridors, fish and fish habitat, birds and bird migration, insects, forest and wilderness from adverse environmental impacts and the threat and potential of adverse environmental impacts, including cumulative adverse impacts, within the Nevada and California Sierra Range, and its foothill communities, with corporation/organization geographical purpose priority being that of the Lake Tahoe Basin. Our purpose further extends to all things incidental to supporting environmental impact assessments and studies, including the gathering of data necessary to analyze the cumulative adverse environmental, health and safety impacts from public and private projects inside and outside the Lake Tahoe Basin, and addressing and supporting safe and effective evacuation during wildfire. Our purpose further extends to supporting transparency in government to ensure that our purpose and all things incidental to our specific and primary purposes are achieved.

From: [Diane Heirshberg](#)
To: [Judi Allen](#)
Cc: [Diane Heirshberg](#)
Subject: Public Comment for April 24, 2023 Incline Village Mobility Hub Meeting
Date: Monday, April 24, 2023 9:16:18 AM

Dear Judy,

Below please find my public comment for tonight's meeting. Can you also please provide it to TTD mobility HUB members.

Thanks you,

Diane Becker, full time Incline Village resident
805-290-2779

April 24, 2023

Re: Written Public Comment – TTD Incline Village Mobility Committee meeting April 24, 2023

Dear TTD Staff and TTD Mobility Hub Committee members:

I am a full-time resident of Incline Village Crystal Bay. I have been writing to the TTD in opposition to the use of the Old Elementary School Site (“OES”) as a mobility hub since I first learned of it in August of 2019. Back in 2019/2020 I also proposed a number alternative sites if there was no alternative to Incline Village which were not in the center of town, but those sites are no longer available as they have been sold to others. I cited numerous safety and environmental objections to the OES site, and none of those safety and health issues have diminished.

I attended the public meeting held by the TTD last week, and I sincerely hope that the overwhelming unanimous public opposition to the use of the OES site as a mobility hub displayed at the meeting will impact the TTD’s decisions going forward. I recommended to the TTD consultant at that meeting that instead of building a mobility hub with purported amenities which are not desired by the residents of Incline Village and are solely to attract visitors to the mobility site, you build covered bus stops at each end of highway 28 as it enters and leaves Incline Village, and add a cover to the existing bus stops, and combine that with more frequent bus service around the Lake. I would also add that there was no bus service due to a lack of bus drivers during one summer, and that consideration was being given by Mr. Hasty to storing and servicing buses in Carson City where there are workers, and covered bus stops would work well with the type of service.

If you are insisting on building a mobility hub for parking cars of others in Incline Village, please recognize and acknowledge that you are using the Incline Village site to solve problems created by the TPRA Multi-Use Path, and the desires of persons who do not live in Incline Village to bring more people to park in the Lake Tahoe Area, and that the mobility hub is not based on needs or desires of the residents of Incline Village. Those needs of others who do not live here and are not as “at risk” in a disaster, should be balanced against the health and safety of the residents of Incline Village, especially in the case of a disaster and the need for emergency evacuation, if you decide to ignore local public opinion and build a mobility hub in Incline Village.

I respectfully submit that in order to honestly balance the interests described above, you listen to the concern expressed by the Incline Village residents that the **single greatest health and safety threat to Incline Village and Crystal Bay residents, workers and visitors is that the carrying capacity for the entire Lake Tahoe Basin has already**

been exceeded at 60 million tourists per year, and this threatens the ability of Washoe County to safely evacuate people from Incline Village Crystal Bay even with today's traffic, if there is a natural disaster or other emergency. I urge that a part of your analyzing this concern that you investigate the cumulative impacts analysis of the traffic on our overburdened Highway 28 and evacuation roads from Incline Village Crystal Bay, to ascertain the impact of a proposed mobility hub in Incline Village which brings more parked cars to the center of Incline Village on emergency evacuation planning and implementation.

I urge that in the case you proceed, a Cumulative Effects Assessment (CEA) be done of traffic and its impacts on emergency planning when scoring Item 7, Road Safety and item 1 Transit System Score, and items 5 and 6 on walkability and bike ability, to **evaluate the incremental effects resulting from the combined influences of various actions including development approvals of a number of other large projects on the north shore, the proposed mobility hub to bring yet more tourists to park in Incline Village, and other future governmental approvals of projects in the north Lake Tahoe area are assessed.** Also, if you take out 1000 parking spaces on Highway 28 between the Multi use path and Highway 50, and only offer 150 parking spaces at the mobility hub in Incline Village, you need to look at the impact on all the other already overburdened streets in Incline Village, from the over-flow parking by those unable to park in the mobility hub. These incremental effects may be significant even though the effects of each action, when independently assessed, are considered insignificant. **Cumulative effects are changes to environmental, social and economic values caused by the combined effect of past, present and potential future human activities** and natural processes.

The cumulative impact analysis should address that there are currently 6 large projects on the North Shore of Lake Tahoe that will dramatically adversely impact the already horrific traffic conditions during peak visitor periods in the summer months and on weekends during peak snow periods. These projects will add thousands of new residents and cars, and the cumulative effect of these projects needs to be looked at in terms of carrying capacity of the roads from both those projects, the proposed mobility hub and tourism to Sand Harbor and the multi-use path. The impact of the mobility hub should be analyzed by looking at the effects of one on top of another:

-Boulder Bay: 177 new units, 440 parking spaces, 10,000 sq feet of casino space (closed now and still look at the traffic).

-Cal Neva: 219 new units (closed now and still look at the traffic)

-947 Tahoe Blvd: 40 new condo units (currently vacant land) (the report incorrectly states at page 10 that this project also has a 37,000 square foot recreation center, and two golf courses, which it does not have...those are owned by IVGID)

-King's Beach town center: 36 condominiums, 117 hotel rooms, 10,000 sq feet of commercial

-Ferrari Lau Lima: 34 condo units and 117 hotel rooms

-Martis Valley West: 760 new single-family homes

-There are also 6 ADDITIONAL projects currently under review: Neptune Investments, Alpine View Estates, Boat works Redevelopment, Tahoe City Lodge, Homewood, and Palisades for which I do not have data, but which will add to North Shore traffic congestion.

We residents fear that a parking lot for cars of people who do not live here in the middle of the village will add to the risks and that before you proceed further, the TTD should focus on emergency evacuation carrying capacity on 2 lane highway 28 and from the Lake Tahoe area, and from Incline Village specifically.

We are sincere in our concerns for our health and safety.

Thank you in advance for your consideration of this public comment.

Respectfully submitted,

Diane Becker

Full time resident of Incline Village

805-290-2779

From: [Megan Barth](#)
To: [Judi Allen](#)
Subject: Comment for tonight's TTD board meeting regarding Mobility Hub in Incline Village
Date: Monday, April 24, 2023 12:45:21 PM

Hello Judi,

Please include my following comment for tonight's meeting records.

For years, a vocal and active majority of Incline Village residents have expressed their strong opposition to the Mobility Hub in Incline Village on Southwood Blvd. These comments have been largely ignored by the TDD board and Washoe County Commissioners.

Years ago, when this project was proposed, I personally launched an online petition of opposition that received thousands of signatures from Incline Village residents. My petition was rejected by the County because it was electronic. This ridiculous decision was rendered at a meeting scheduled two days before Thanksgiving, making it extremely difficult for a majority of Incline residents to express their opposition due to the holiday, location, weather, and travel conditions.

I find the rejection of my petition ironic in that your TDD electronic survey is encouraged on your website and easy to duplicate and share for residents and non-residents of Incline Village. If you lived here, you would soon learn that a majority of residents are opposed to this hub. If you simply walk to any small business in the Village (yes, you *can* walk to *all* of them), you will find that a resounding majority are opposed to your ongoing mobility hub plans.

Since this expensive and dangerous mobility experiment started, our small village has suffered increased traffic, less residential parking, litter, vandalism, graffiti and pollution. I have attached a photo of the graffiti I documented during the transit season.

As the graffiti was on the building for two weeks, and faced Southwood Blvd, I finally--after 6 hours of phone calls and emails--found the appropriate person to handle the maintenance of the building. At that time, he told me that the district cannot monitor the facility on a daily basis to ensure its' upkeep. I also spoke to a bus driver who said they bring an extra garbage bag with them on their route so they can pick up all of the litter on the property left behind by the transit users. This is unacceptable. Isn't maintaining the property your job? Are you testing the broken window theory in Incline Village?

You *are* testing the safety, the livelihoods, and the quality of life of our working and retired class in our unique village.

At last week's meeting on Thursday, April 20, dozens of residents, including Sara Schmitz, an

elected Trustee of Incline Village, spoke in opposition and detailed the negative impacts your decisions have wrought on our community. Here are a few highlights from Thursday's public comments:

1. An elderly resident became emotional when she said her quality of life had been ruined due to the noise, dust, and traffic near her apartment. She hasn't been able to open her windows in the summers in years. She has been a resident for over 30 years. Before the hub, she could enjoy a summer breeze through an open window.
2. A Hispanic woman, with the help of an interpreter, noted that she was speaking on behalf of all of her neighbors and the Hispanic community in the Village and expressed the same concerns as the elderly woman above. She also stressed that they cannot park their work trucks and cars near their apartments because of the tourists and visitors, IN THEIR CARS, that the bus stop attracts. She also revealed that a young child was hit by a vehicle racing to get to the mobility hub to find parking and catch the bus. The working class of Incline Village rely on their cars for their respective professions and cannot take a bus to get them to work due to the fact they carry their work supplies in their vehicles.
3. An environmental scientist stressed the environmental impact to Lake Tahoe, the creeks, and the surrounding area and documented the increase in vandalism and litter in the surrounding area.

Despite the environmental and safety concerns, you have neglected and seemingly refused to have an environmental impact study, a traffic impact study, or a fire evacuation plan commissioned or completed.

What you have created is a blight and a hazard in the epicenter of what was once a safe and quaint village, yet you continue to spend 100's of thousands of dollars of our money on out-of-state consultants who are paid to support your plans—not our village.

As a reminder, our tax dollars pay your respective salaries *and* these consultants. We, as residents, know what is best for our small, yet financially advantageous, community. Yet, you *choose* to ignore us.

After years of tireless, vocal opposition and numerous, redundant meetings, when will you finally **listen to us** and prioritize our safety and the safety of the region?

Thank you,

Megan Barth

Editor

The Nevada Globe

www.thenevadaglobe.com





MEMORANDUM

Date: May 12, 2023

To: Tahoe Transportation District (TTD) Incline Village Mobility Committee

From: TTD Staff, Carl Hasty – District Manager

Subject: Update on Implementation Efforts Underway Regarding the Nevada State Route 28 Multi-Modal Transportation Plan and the Regional Transportation Plan Including Transit, Trails, Parking, and Mobility Hubs That Connect to Recreation, Commercial, and Residential Land Uses

Action Requested:

It is requested the Committee hear the presentation and discuss the summary of implementation efforts related to Incline Village, the Nevada State Route (SR) 28 corridor, and the rest of the Tahoe basin as additional background information pertinent to ongoing infrastructure and transit service implementation.

Fiscal Analysis:

For TTD, this varies, dependent on points in time of project developments and transit services.

Work Program Analysis:

For TTD, this varies with the timing of projects’ development, corridor coordination, and parking and seasonal transit operations. Every fiscal year, TTD budgets staff’s time assigned and dedicated to the work program activities identified through the annual budget and work program process.

Background:

At the September 2022 meeting, the Committee received a summary presentation on the detailed data and analysis work completed by Stantec, Inc. for the 2017 Linking Tahoe: Corridor Connection Plan and Linking Tahoe: Lake Tahoe Basin Transit Master Plan. Prior planning work for the SR 28 Corridor Management Plan and the Nevada Stateline to Stateline Bikeway Feasibility Study have also formed the basis for the project and service improvements that have been underway for SR 28.

This item will be an update on implementation efforts for capital and service improvements that are underway for SR 28 and for other transit system multi-modal improvements.

Discussion:

Staff will make a presentation of current funding, service planning, and project development efforts that are underway for the Committee and public’s awareness. Among those items are the parking lot projects along SR 28; the funding pursuits, including the latest submission to

California's Transit Intercity Rail Capital (TIRCP) grant program (Attachment A); and a report on the update of TTD's Short Range Transit Plan (SRTP). The Incline work, SR 28 work, and the TIRCP application are all part of partnership work underway to deliver the capital and service improvements identified in TTD's Long Range Transit Plan for which a representation map is found in Attachment B.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at (775) 589-5501 or chasty@tahoetransportation.org.

Attachments:

- A. Summary of the Application to the California Transit Intercity Rail Capital Program (TIRCP)
- B. Map of Long-Term Transit Plan System Improvements

Project Narrative – Tahoe’s Transit Intercity Rail Capital Program (TIRCP) Grant Application Summary

Submitted to California State Transportation Agency (CalSTA) February 10, 2023. Expected notification of award April 2023

PROJECT TITLE: Transforming Tahoe and the Trans-Sierra: Inter-Regional Electrified Rapid Transit Fleet, Facilities and Corridor Improvements Program of Projects

LEAD APPLICANT: Tahoe Transportation District (TTD)

CO-APPLICANTS: Placer County and Town of Truckee

Project Priority

This application consists of a program of project elements needed to establish a transit mode of travel that does not exist--an inter-regional network of transit system improvements that integrate to connect Northern California to Truckee, North Lake Tahoe, and South Lake Tahoe.

No other projects in the Trans-Sierra and Tahoe region have been awarded TIRCP funds. The Town of Truckee is submitting a separate fleet request based on immediate need highlighted by the success of their 2022/23 Microtransit Pilot Project for this Cycle TIRCP. Titled “Keep Truckee Moving,” it was prepared in consideration and coordination with this request.

TTD has prioritized these initial project requests based on the most transformative inter-regional investments and alignment with the TIRCP program. The projects are prioritized below in descending order:

1. Lake Tahoe High-Speed Passenger Ferry and Facilities (HSPF)
2. Transit Priority Lanes on SR 267 and SR 89 (TPLs)
3. TTD Maintenance and Administration Facility (MAF)
4. TART and TTD Fleet Electrification and charging infrastructure (FLEETS)
5. Resort Triangle, South Lake, and El Dorado Mobility Hubs Master Planning (MHUBs)
6. Truckee Maintenance and Storage Facility (MSF)
7. I-80 Rail to Motor Coach Service Planning (RMCS)

Project Purpose and Need

The greater Trans-Sierra and Truckee / Lake Tahoe Region of the Interstate 80 (I-80) and US Highway 50 (US 50) Corridors is a recreation haven and mecca for millions of urbanite residents and out of state visitors who seek to enjoy the natural amenities and the mountain experience that millions of acres of public land have to offer. Recreation travel and tourism to recreation destinations in the Sierra is fundamental to the economies of the mountain communities yet with continuous population growth in the drive up markets the traffic volumes related to those destinations present a tremendous challenge

to the communities, the travelers, and the local, regional, state, and federal agencies who must contend with an urban demand utilizing a largely rural transportation network.

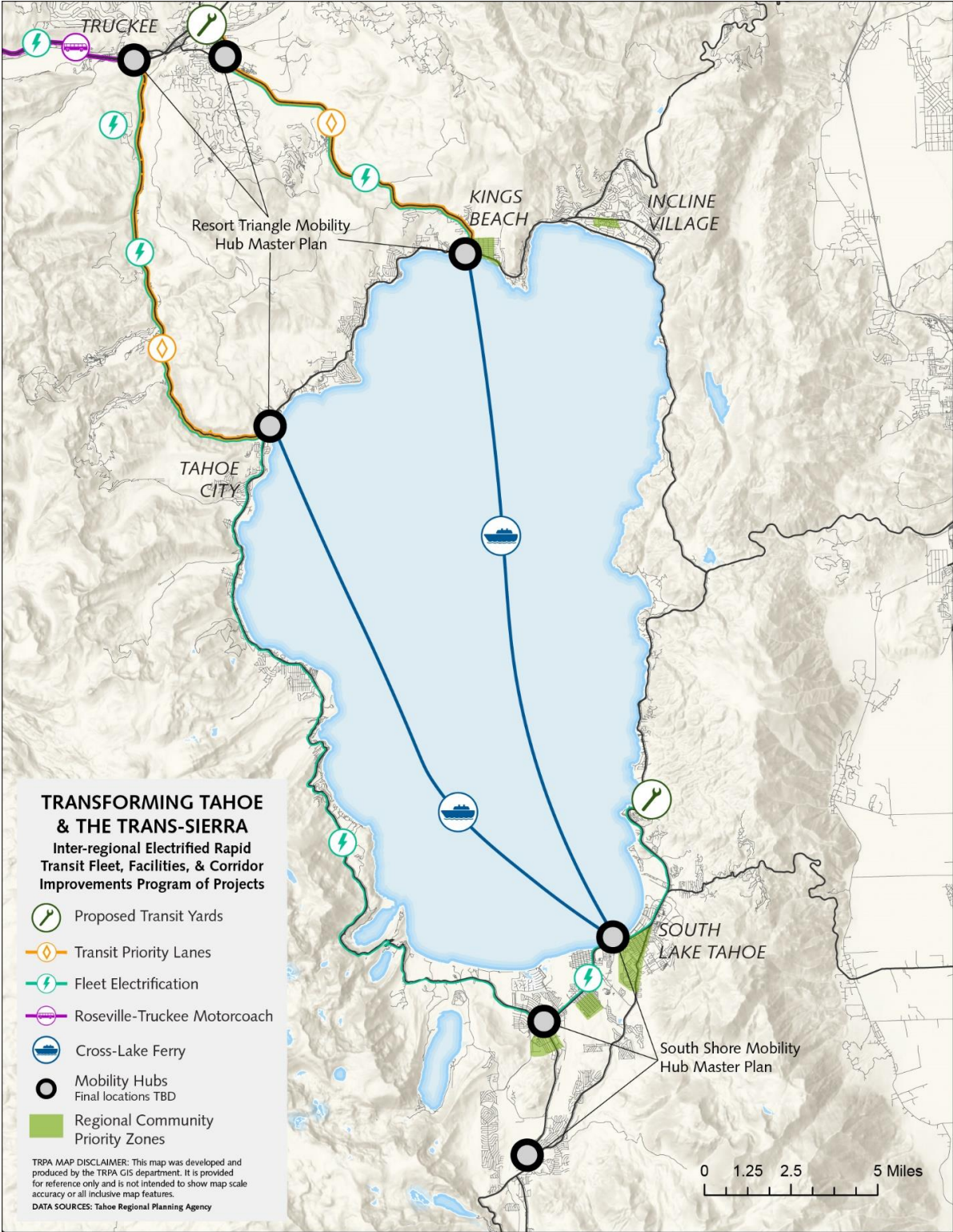
Tahoe and the Trans-Sierra need a systemic transformation that provides a well-connected and operating inter-regional multi-modal system to improve safety, reduce auto trips, alleviate congestion, and reduce VMT and GHGs. The application to the TIRCP addresses a systemic program approach to achieve such a network. This programmatic network solution will transform travel options in the trans-Sierra region to a significant effect, putting in place choices that now do not exist, but have been desired for decades.

Project TIRCP Funding Request Over Four Years

Project	FY24	FY25	FY26	FY27	Total
1) HSPF	\$1.5M	\$1.5M	\$1.5M	\$0.5M	\$5M
2) TPLs	\$3M	\$3M	\$2.5M	\$2.5M	\$11M
3) MAF	\$1.5M	\$2.5M	\$2.5M	\$0M	\$6.5M
4) FLEETS	\$4.46M	\$4.46M	\$4.46M	\$4.46M	\$17.862M
5) MHUBs	\$0	\$0.5M	\$0.5M	\$0	\$1M
6) MSF	\$2M	\$2M	\$1.96M	\$0	\$5.96M
7) RMCS	\$0	\$0.333M	\$0.333M	\$0.334M	\$1M
Grand Totals	\$12.46M	\$14.293M	\$13.753	\$7.794M	\$48.322M

Total Program Costs

Project	TIRCP Amount	Match	Subtotals	TIRCP %
1) HSPF	\$5M	\$0.583M	\$5.583M	90%
2) TPLs	\$11M	\$2.75M	\$13.75M	80%
3) MAF	\$6.5M	\$5.32M	\$11.82M	55%
4) FLEETS	\$17.862M	\$5.575M	\$23.422M	76%
5) MHUBs	\$1M	\$0.02M	\$1M	100%
6) MSF	\$5.96M	\$39M	\$45M	13%
7) RMCS	\$1M	\$0	\$1M	100%
Program Total	\$48.322M	\$53.403M	\$101.575M	47.57%



Letters of Support were received from the following organizations:

California Fourth Senate District, Senator Alverado-Gil

California First Senate District, Senator Dahle

California First Assembly District, Assemblywoman Dahle

California Natural Resources Agency, Secretary Wade Crowfoot

California Tahoe Conservancy, Jason Vasques, Executive Director

California Energy Commission, Patty Monahan, Commissioner

Tahoe Regional Planning Agency, Julie Regan, Executive Director

Nevada County Board of Supervisors

Nevada County District 5 Supervisor Hardy Bullock

Truckee Tahoe Airport District, Robb Etnyre, General Manager

Nevada County Transportation Commission, Mike Woodman, Executive Director

Placer County Transportation Planning Agency, Matt Click, Executive Director

Placer County Public Works, Ken Grehm, Director

North Tahoe Business Association, Alyssa Reilly, Executive Director

Sierra Business Council, Steven Frisch, President

Northstar Resort, Amy Ohran, VP and GM

Town of Truckee, Alfred Knotts, Transportation Program Manager

Citizen's Climate Lobby, Deirdre Henderson, Group Leader

100% Renewable Truckee, Matt Tucker

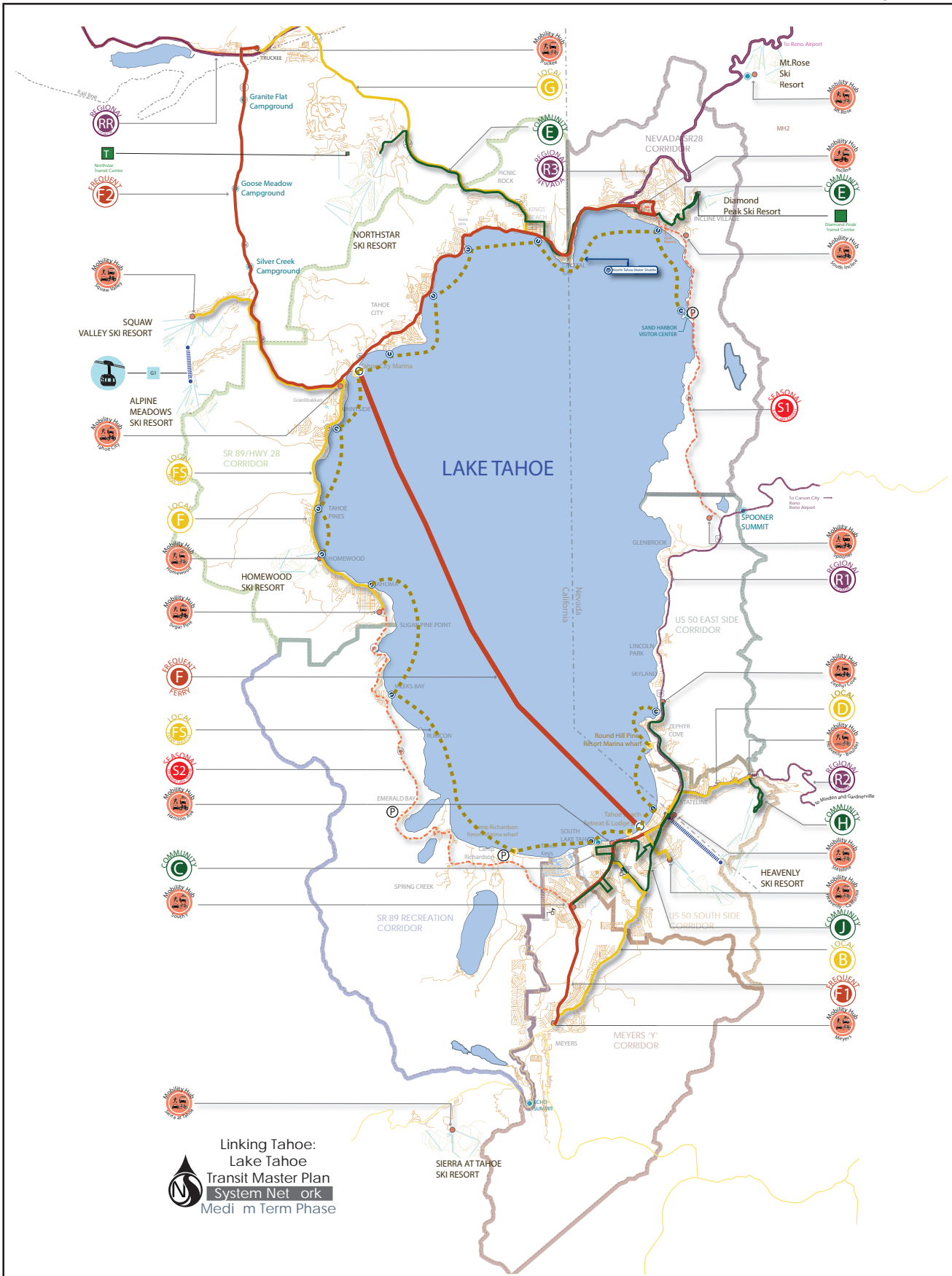
Visit Truckee Tahoe, Colleen Dalton, CEO


Glenshire Devonshire Residents Association, Lori Kelley, Manager

North Tahoe Community Alliance, Tony Karwowski, President/CEO

South Shore Transportation Management Association, Steve Teshara, Chair

Truckee North Tahoe Transportation Management Association, Sara Van Siclen, Executive Director




 Linking Tahoe:
 Lake Tahoe
 Transit Master Plan
 System Network
 Medium Term Phase



MEMORANDUM

Date: May 12, 2023

To: Tahoe Transportation District (TTD) Incline Village Mobility Committee

From: TTD Staff – Carl Hasty, District Manager

Subject: Selection of Date for Next Public Workshop and Informational Briefing on Questionnaire and Workshop Input for the Incline Mobility Hub Project Concepts and Site Selection Process

Action Requested:

It is requested the Committee select a date between July 31 and August 4 or August 7 and August 11 for the next public workshop and to hear a briefing on the results of the public questionnaire and public workshop held on April 20.

Fiscal Analysis:

All expenditures associated with this item for the fiscal year are in the approved FY23 budget, with \$200,000 allocated for Professional Services and \$13,000 for staff time or potential budget amendments for potential out of scope services. Staff time is currently being billed to Transit. Funding sources include \$202,350 of Surface Transportation Block Grant funds and \$10,650 in Transportation Development Act funds. The HDR agreement is for \$200,000. The additional funds currently set aside will be needed for the mailers, phone line, and other items as outlined in the plan.

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY23 work program and will be included in the FY24 work program, with corresponding allotted staff time. This project aligns with TTD's Strategic Goal SG-3 - Increase the connectivity and reliability of a regional multi-modal transit system around the Basin.

Background:

At the February 2023 meeting, the Committee reviewed and discussed the concept development and site assessment work schedule prepared by the Consultant team from HDR. HDR has been moving forward with the outreach plans. A questionnaire seeking public input to help shape a mobility hub concept that helps address transit and other community needs was issued and the results have been tallied. The first of two public workshops was held April 20.

Discussion:

Staff will provide a status update on schedule implementation and seeks the Committee's input on establishing a date for the second and final public workshop. The second workshop will be to inform and engage the community on mobility hub concepts and potential locations. A date

within the two-week work timeframe of July 31 through August 4 is the target to remain on schedule to complete the work. Staff recommends either August 3 or August 10.

Attachment A is the schedule for the plan and public process, including committee meetings and planning workshops. Attachment B is the summary of input results from the public questionnaire. Attachment C is the summary of the April 20th workshop outcomes.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at (775) 589-5501 or chasty@tahoetransportation.org.

Attachments:

- A. Work Schedule
- B. Questionnaire Results Summary
- C. April 20 Workshop Summary

October 2022	HDR Planning Work Initiated
*February 27, 2023 - IVMC Meeting	TTD presents planning schedule overview
*March 6-20, 2023	TTD conducts In-Person Questionnaire Outreach
*March 20 – April 3, 2023	TTD posts informational flyers within the community and conducts information drops at key community locations
*March - IVMC Meeting	TTD presents an update on the Questionnaire and Preliminary Workshop Materials Mtg cancelled due to lack of quorum
April 20, 2023	First Public Workshop, 4:30 p.m. – 7 p.m. with a presentation at 5:30 p.m. at Parasol
April 30, 2023	Questionnaire closes
May 2023	Review Community Feedback
*May 22, 2023 - IVMC Meeting	TTD presents Workshop and Questionnaire Feedback Summary
June 2023	Develop Site Suitability Assessment and Concept Plans
*June - IVMC Meeting	TTD presents Preliminary Site Assessment Update
July 2023 <i>Week of July 31 or Aug 7</i>	Second Public Workshop <i>Date to be determined</i>
*August - IVMC Meeting	TTD presents Preliminary Plan Recommendations and Draft Preferred Mobility Hub Concept for Comment
September 2023	Final Mobility Hub Plan
Sept. or Oct. - IVMC Meeting	HDR presents Draft Plan for Recommendation to the TTD Board
December TTD Board	Mobility Hub Plan

*TTD will execute these deliverables, as they are not included in consultant's scope.

**All dates and information are subject to change.



TTD Incline Village Mobility Hub Project Site Location and Amenities Community Input Summary

TTD sought community input regarding the future Incline Village Mobility Hub's location and amenities from March 22, 2023, through April 30, 2023, via an online community questionnaire through the project website, project email, in-person public information workshop, phone hotline, project website, and USPS mail. Following, is a summary of the community feedback received regarding the mobility hub's potential project location and desired amenities.

Between online submissions and paper questionnaires, a total of 345 people participated in the questionnaire, with two participants completing the questionnaire at the April 20 public information workshop. The online questionnaire received 343 responses, but it is important to note that only 230 participants chose a location and not all of those were locations within Incline Village.

Based on the data collected, the top suggestions for mobility hub locations within Incline Village, ranked by the number of people who recommended each location, are as follows:

Current Location of Sheriff's Office – 31

At Old Elementary School (OES) – 20

Ponderosa parking lot – 18

Near East Shore Trail – 15

Diamond Peak – 11

Old Orbit Station – 9

The data indicates that most respondents prefer the mobility hub to be located at the current location of the Sheriff's Office. The second most popular option is the Old Elementary School site, while 18 people suggested the Ponderosa Parking Lot. The remaining suggestions received 15 or fewer recommendations each.

Participants were also asked to provide their preferences for various amenities they would like to see incorporated into the mobility hub. The list of suggested amenities provided by TTD included: coffee shop/convenience store, indoor seating or waiting area, information booth or kiosk, mixed-use development with housing and/or businesses, real-time transit and wayfinding information, restrooms, public space, and WiFi.

Based on the data collected, the top ten amenities, ranked by the number of people who endorsed each amenity, are as follows:

Restrooms – 128

Mixed-use development with housing and businesses – 86

Real-time transit and wayfinding information – 84

Public space (plaza, events, etc.) – 77

Indoor seating or waiting area – 66

WiFi – 59

Coffee shop or convenience store – 40

Information booth or kiosk – 39

Affordable housing – 27

From the results, it is evident that restrooms were the most requested amenity, receiving support from 128 participants. Mixed-use development with housing and businesses came in second with 86 endorsements, followed by real-time transit and wayfinding information, which garnered 84 endorsements. These amenities were followed in popularity by public space, indoor seating or waiting area, and WiFi. The remaining amenities each received fewer than 50 endorsements. The following are suggested additional amenities that each received one endorsement: dog park, recycling and trash cans, bike rentals, boat storage area, strong security presence, grocery store options, and affordable gas prices.

DRAFT



Incline Village Mobility Hub April 20, 2023, Public Information Workshop Recap

TTD held a public information workshop on Thursday, April 20, 2023, from 4:30 pm to 7:00 pm in the Parasol Community Center's Trepp Room. Forty-seven attendees signed in at the meeting; however, there were 77 chairs within the room that were all utilized and there was a standing-room only crowd during the 5:30 pm presentation by HDR project manager, Jim Hanson. TTD's Tara Frank welcomed attendees and introduced Jim Hanson. Jim closed by introducing Jackie Dennis, project outreach lead, to discuss the numerous mediums through which the community can provide project feedback.

During the meeting, participants had the opportunity to place stickers on display boards reviewing the possible amenities they desire for the mobility hub. 32 individuals created a section titled "none of the above" and added their stickers there. Nine individuals prefer restrooms, 6 like transit connections, 4 people denoted they liked visitor parking, 4 people liked housing, 3 participants chose real-time transit information, 2 attendees liked Wifi, and the following each received 1 vote: delivery lockers, pick-up and drop-off space, electric bike and scooter rentals, and bicycle parking. There was also a notepad where participants could write-in options.

Additionally, there was a large 5' X 5' roll plot showcasing the potential project area. Attendees had the opportunity to place green stickers for their preferred mobility hub locations and red stickers for the undesirable locations. More than 40 red stickers and one green sticker were placed on the Old Elementary School site. Nine participants like the Roads/Equipment Services location, 8 attendees voted for the area near Incline Park, more than 10 participants chose the Wastewater Reclamation Facility area and a few attendees placed red stickers near the UNR at Lake Tahoe campus, Incline Elementary School, and Incline Middle School sites.

Attendees filled out cards to speak during the public comment session after the presentation. Eighteen participants elected to speak during the public comment session, that lasted 40 minutes. They thanked Commissioner Hill for attending and hearing their voices and noted that they do not want a mobility hub in Incline Village, but perhaps nearby outside of the area that could bring individuals in via transit and add more transit stops. Additionally, the audience held up yellow signs that read NO OES MOBILITY HUB.

The audience was reminded of the numerous ways to comment via the in-person meeting comment box, project email, project phone hotline, USPS mail, or project website, as well as to complete the online community questionnaire or via tablets or paper handouts available at the in-person meeting to make their comment part of the official project record. When asked if everyone in the room had completed the questionnaire, there was not one person who said they had not yet done so.

Fifteen comments were submitted in the in-person workshop comment box and 2 questionnaires were completed. Four attendees directly spoke with the court reporter.

To date, 334 community questionnaires have been completed.

There were 10 display boards and a large roll plot. The presentation is now available on the project website.

Attendees were thanked for their feedback and attendance and informed that another public workshop would be held later this summer.

Numerous individuals thanked the public information workshop team for an organized meeting and for their patience.