

**TAHOE TRANSPORTATION DISTRICT
BOARD MEETING MINUTES
December 3, 2025**

TTD Board Members in Attendance:

Andy Chapman, TNT-TMA, Chair
Lori Bagwell, Carson City
Scott Bensing, Nevada Governor Appointee
Brian Bigley, Member at Large, Vice-Chair
Stephanie Holloway, Placer County
Sharla Hales, Douglas County
Alexis Hill, Washoe County
Brooke Laine, El Dorado County
Chris Proctor, SS-TMA
Julie Regan, Tahoe Regional Planning Agency Appointee
Scott Robbins, City of South Lake Tahoe
Nick Speal, California Governor Appointee
Rebecca Kapuler – NDOT (non-voting)
Alex Fong – Caltrans (non-voting)

TTD Board Members Absent:

None

Others in Attendance:

Jim Marino, Executive Director, TTD
Joanie Schmitt, Chief Financial Officer, TTD
George Fink, Transportation Services Director, TTD
Dede Aspero, Human Resources, TTD
Crystal Muschetto, Executive Assistant – Clerk to the Board, TTD
Judi Allen, Executive Assistant – Clerk to the Board, TTD
Mary Wagner, Legal Counsel (attended remotely)
Nick Haven, Tahoe Regional Planning Agency
Judy Weber

I. TAHOE TRANSPORTATION DISTRICT CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum of TTD

The meeting of the Tahoe Transportation District was called to order by Chair Chapman at 3:09 p.m. at the Tahoe Regional Planning Agency and via Zoom. Roll call was taken and a quorum was determined to be present.

B. Approval of TTD Agenda of December 3, 2025

Motion: Recommended approval of the December 3, 2025 as presented.

Moved by: Mr. Bensing

Seconded by: Mr. Bigley

Vote: Passed unanimously

C. Approval of TTD Meeting Minutes for December 3, 2025

Motion: Recommended approval of the December 3, 2025 TTD Board Minutes as presented.

Moved by: Mr. Bensing

Seconded by: Mr. Bigley

Vote: Passed unanimously

II. PUBLIC INTEREST COMMENTS

There were no public comments.

III. RECOGNITION ITEMS

A. Presentation of a Proclamation Honoring Judi Allen on the Occasion of Her Retirement.

Chair Chapman presented a proclamation plaque honoring Ms. Judi Diane Allen on the occasion of her retirement. He stated that the Tahoe Transportation District Board takes pride and pleasure in congratulating Ms. Allen upon her richly deserved retirement after 16 years of dedicated service to the District. Chair Chapman recognized that she is retiring on December 3, 2025, following her tenure as Executive Administrative Assistant and Clerk to the Board of Directors. He highlighted that Ms. Allen has been a steady and dependable presence at the District, providing exceptional professionalism, organizational skill, thoughtful guidance, and reliable leadership to the Board, staff, partner agencies, and the public.

The proclamation further acknowledged that her calm demeanor, attention to detail, and deep understanding of District administration ensured clear, accurate, transparent public processes and strengthened effective Board governance. Chair Chapman noted that her commitment to excellence and genuine care for her work have left a lasting impact on the Tahoe Transportation District and set a high standard for public service. He concluded by announcing that the Board of Directors hereby proudly recognizes and honors Ms. Allen for her extraordinary service, expresses its deepest appreciation, congratulates her on a well-earned retirement, and extends warm wishes for happiness and fulfillment and many new adventures in the years ahead.

Action: No action taken – informational/non-voting item

///

///

///

///

///



Proclamation of the

Tahoe Transportation District

Given to honor the Retirement of

Judi Diane Allen

WE, the Tahoe Transportation District, Board of Directors, take pride and pleasure in congratulating, Ms. Judi Diane Allen upon her richly deserved retirement after 16 years of service; and

WHEREAS, Judi Allen is retiring on December 3, 2025 after sixteen years of dedicated service as the Executive Administrative Assistant and Clerk to the Board of Directors; and

WHEREAS, Judi has been a dedicated and steady presence at the Tahoe Transportation District, offering warmth, professionalism, and exceptional support to all who have worked with her; and

WHEREAS, Judi has provided the Board of Directors, staff, partner agencies, and the public with outstanding service, thoughtful guidance, and reliable leadership; and

WHEREAS, her calm demeanor, excellent organizational skills, and deep understanding of District administration have ensured clear, accurate, and transparent public processes, strengthening the effectiveness of Board governance; and

WHEREAS, her commitment to excellence, attention to detail, and genuine care for her work have left a lasting impact on the Tahoe Transportation District and set a high standard for public service; and

WHEREAS, Judi's sixteen years of service have contributed immeasurably to the District's success and collaborative work environment she helped create; and

WHEREAS, Judi's kindness and willingness to help have made her not only a valued colleague but also a cherished friend to many within the District and the community; and

WHEREAS, upon her retirement, Judi will be missed by her colleagues, but she can now enjoy pursuits and adventures she so richly deserves; and

NOW, THEREFORE, the Board of Directors of the Tahoe Transportation District hereby proudly recognizes and honors Judi Allen for her extraordinary service and expresses its deepest appreciation for her dedication, integrity, and many contributions; and

BE IT FURTHER RESOLVED that the Board congratulates Judi on her well-earned retirement and extends its warmest wishes for happiness, fulfillment, and wonderful new adventures in the years ahead.

PASSED AND ADOPTED

This 3rd day of December, 2025

By the Tahoe Transportation District Board of Directors

A handwritten signature in black ink, reading "Andy Chapman", written over a horizontal line.

Andy Chapman

Chair, Tahoe Transportation District Board of Directors

IV. FINANCE AND PERSONNEL COMMITTEE REPORT OF DECEMBER 3, 2025 MEETING

Chair Chapman introduced the Finance and Personnel Committee Report and invited Board Member Bagwell to present the results of the committee meeting held earlier that day. Ms. Bagwell greeted the Board and stated that the Finance Committee met on December 3, 2025 and worked diligently on several important matters. Ms. Bagwell reported that the Committee is recommending approval of the financial operations for the first quarter, noting that a robust discussion was held regarding new revenue hour tables prepared by TTD Financial Staff, which are included in the report.

Ms. Bagwell further stated that the Committee recommended approval of the Fiscal Year 2024-2025 Financial Report and highlighted that the audit report reflects many of the significant accomplishments of the District during what the Committee considered to be one of the District's most successful years. Ms. Bagwell concluded by reporting that the Committee is recommending Option 2 for salary table adjustments for non-represented employees, which includes a 3 percent catch-up adjustment and a 1 percent salary table modification as requested by staff.

Action: No action taken – informational report/non-voting item.

V. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

Note: Consent Agenda items were taken out of sequence. Item B was voted on prior to Item A.

A. Review and Acceptance of the District's Financial Statement of Operations for the First Quarter of Fiscal Year 2026 Through September 30, 2025

The Board considered Consent Agenda Item A. Item A was pulled from the Consent Agenda for discussion. Discussion was held regarding financial reporting metrics, including cost per revenue hour and the inclusion of additional comparative data in future reports. Staff confirmed that the requested information can be incorporated into future quarterly reporting.

Motion: Approve Consent Agenda Item A, the District Financial Statement of Operations as presented.

Moved by: Mr. Proctor

Seconded by: Mr. Robbins

Vote: Passed unanimously

B. Approval of a Cost of Living Adjustment of Three Percent to the Non-Represented Employee Fiscal Year 2027 Salary Table, with a Cost of Living Adjustment of One Percent to the Salary Table Annually Thereafter, as Well as One Step Increases for Non-Represented Employees Annually

Motion: Approve Consent Agenda Item B, approving a three percent cost-of-living adjustment to the FY27 non-represented employee salary table, a one percent annual cost-of-living adjustment to the salary table thereafter, and annual one-step increases for non-represented employees, as presented.

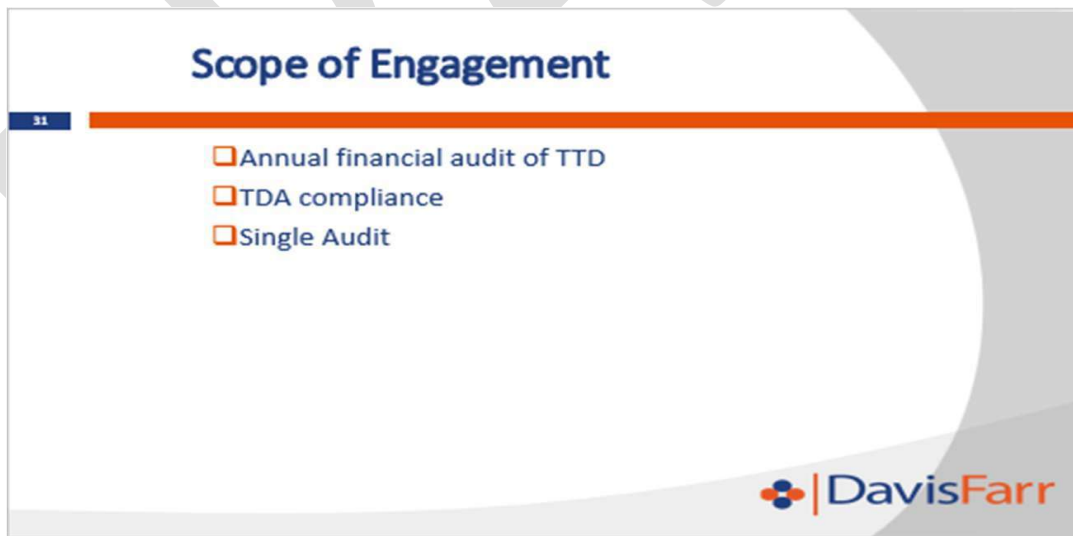
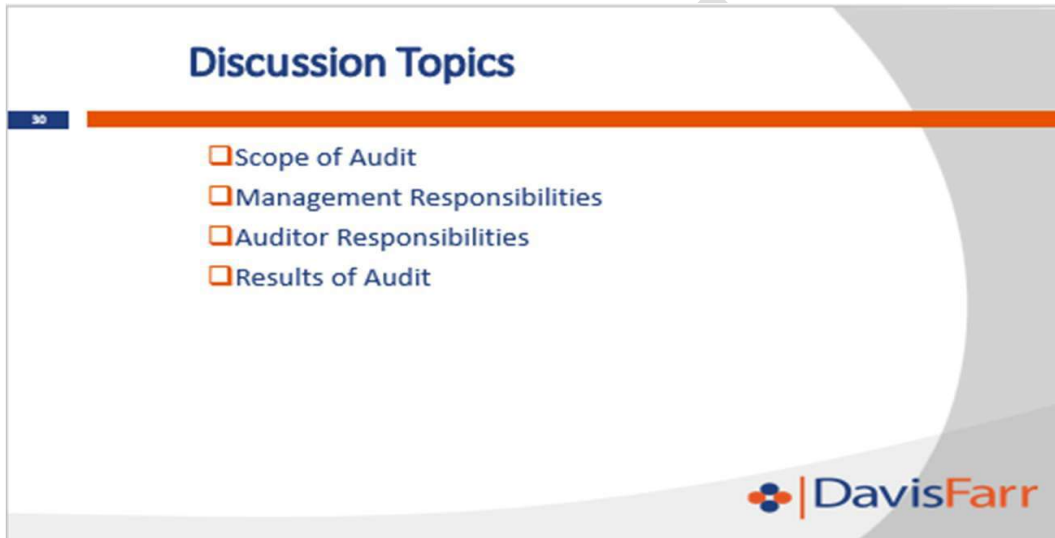
Moved by: Mr. Proctor

Seconded by: Mr. Robbins
Vote: Passed unanimously

VI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

A. Review and Acceptance of TTD's Fiscal Year 2024-25 Financial Report

Mr. Mark Davis, Public Accountant, DavisFarr Certified Public Accountants made the presentation below.



///

///

///

///

///

DRAFT

Management Responsibilities

32

- ☐ Preparation and fair presentation of financial statements, including notes
- ☐ Prepared in accordance with generally accepted accounting principles
- ☐ Design, implement and maintain a system of internal control
- ☐ Financial statements free from material misstatement, whether due to fraud or error



Auditor Responsibilities

33

- ☐ Express opinion on financial statements
- ☐ Conduct audit in accordance with generally accepted auditing standards and *Government Auditing Standards*
 - ☐ Plan and perform audit to obtain reasonable, not absolute assurance, that financial statements are free from material misstatement
- ☐ Procedures performed based on auditor's judgment



Results of Audit

34

- ☐ Initial communication in September 2025
- ☐ Timing
 - ☐ Interim – June 2025
 - ☐ Final – September 2025 through October 2025
- ☐ Draft/Final reports – November 2025
- ☐ Unmodified (clean) opinion issued



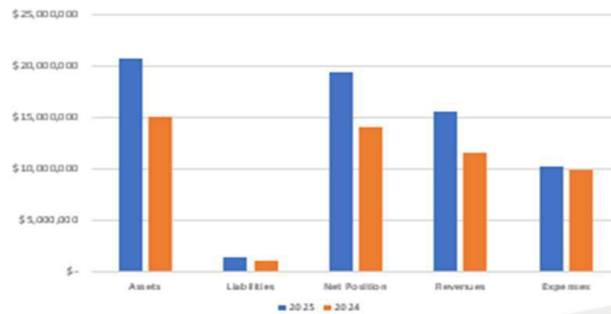
///

///

///

Results of Audit

35



Results of Audit

36

- ☐ TTD Financial Statements
 - ☐ No adjustments or findings
- ☐ TDA Compliance
 - ☐ No adjustments or findings



Results of Audit

37

- ☐ Single Audit
 - ☐ Delay in OMB approval of compliance supplement
 - ☐ Draft report to be provided to TTD in December 2025
 - ☐ Submission to Board in January 2026



///

///

Results of Audit

38

- ❑ Implementation of GASB 101, *Compensated Absences*
 - ❑ Include payroll-related liabilities associated with compensated absences
 - ❑ Includes a more likely than not component for accrual
 - ❑ Resulted in prior period adjustment – reduction in net position of \$18,365



Results of Audit

39

- ❑ Estimates in preparing statements
 - ❑ Useful lives of assets
 - ❑ Accruals for goods/services received for which invoices have not been received
 - ❑ Employee usage of accumulated vacation and/or compensatory leave
 - ❑ All found to be reasonable and have a sound basis



Results of Audit

40

- ❑ No disagreements with management
- ❑ Management provided representations to us at the end of the audit
- ❑ No consultations with other accountants
- ❑ We remain available as a resource throughout the year



The Board considered this possible action item to review and accept the fiscal year 2024–25 financial report. An overview of the annual financial audit was provided, including the scope of the audit, management responsibilities, and

the responsibilities of the external auditors. It was reported that the audit scope was consistent with prior years and included the annual financial audit, compliance with applicable state requirements, and a future single audit of federal funds.

The auditors reported issuing an unmodified (clean) opinion on the financial statements. At a high level, the organization experienced increases in assets, net position, and revenues compared to the prior year, while expenses increased only modestly. No audit adjustments or findings were identified related to the financial statements or compliance requirements.

It was explained that the single audit was delayed due to the late release of federal compliance guidance but remains within the allowable timeframe and is expected to be completed and presented later in the fiscal year. A new accounting standard related to compensated absences was discussed, including a minor prior period adjustment to reflect additional accrued liabilities. The auditors reported no issues with management estimates, no disagreements with management, and full cooperation throughout the audit process.

The Board expressed appreciation to staff for their work and acknowledged the positive audit results

Motion: Approve the Tahoe Transportation District Fiscal Year 2024–2025 Financial Report as presented.

Moved by: Ms. Hales

Seconded by: Ms. Laine

Vote: Passed unanimously

B. Informational Update Regarding 771 Southwood Boulevard, Incline Village, NV Property and Provide Direction

Mr. Marino made the presentation below and provided a detailed overview of the Incline Village property, its history, and the various options under consideration.



771 Southwood Blvd

Tahoe Transportation District
Jim Marino, Executive Director





Timeline



12/3/2025

4



Property Overview

771 Southwood Boulevard

- Purchased from W.C.S.D. in 2021 for \$2,350,000
- \$1,880,000 FTA 5339 funds (federal share)
- \$470,000 Local fund match including \$160,000 from Washoe RTC
- 6.432 Acre Parcel

Class 5	222,351	30% Allowable	66,714
Class 4	57,736	20% Allowable	11,550
Total Allowable Sq. Ft.			80,197
Compacted Soil Picnic/Play Areas			5,448
AC Path/ Courts			9,236
Concrete Walks			15,095
AC Parking Areas			26,637
AC Driveway			7,895
Buildings			32,960
Planters			533
Total Existing Coverage Sq. Ft.			99,590
Excess Coverage Sq. Ft.			19,433

www.gis.washoe.gov



12/3/2025

4

///

///

///

///

///



Property Status

- Property has not been used as a temporary hub since 2023
- Vandalism has increased over the last several years.
- Structural deterioration to the second-floor exterior walkway columns and several main building roof rafters
- TTD expends \$30,000 +- annually on insurance, essential utilities, alarms, maintenance and administration
- TTD is currently contracted for phase II environmental assessment services to quantify asbestos, lead and other materials within the structures and site
- TTD has secured approximately \$2.7M FTA 5339 funds for demolition of the facilities



///

///

///

///

Pertinent FTA Definitions

- **Project Sponsor:** An FTA grant recipient (TTD) that proposes a joint development project that either (a) will be financed with an FTA grant, or (b) will make use of project property that is subject to the Federal interest. In this circular, "project sponsor" and "recipient" are used interchangeably.
- **Disposition:** The settlement of the Federal interest in property that is no longer needed for the originally authorized purpose. See generally 2 CFR § 200.311; FTA Circular 5010.1E Chapter IV.
- **Joint Development:** A public transportation project that integrally relates to, and often co-locates with commercial, residential, mixed-use, or other non-transit development. Joint development may include partnerships for public or private development associated with any mode of transit system that is being improved through new construction, renovation, or extension.
- **Project Property:** Any real property, equipment, supplies, or improvements included in the costs of an FTA-assisted project, regardless of whether such property was acquired using FTA assistance, was provided as local match, donated by a third party, or acquired in some other way.
- **Shared Use:** Instances in which a project partner, separate from the recipient, occupies part of a facility and pays for its pro rata share of the construction, maintenance, and operations costs. Shared uses should be declared at the time of grant award to ensure the proper allocation and eligibility of costs in the grant. Shared use and incidental use are distinguishable.
- **Satisfactory Continuing Control:** Recipient will maintain continuing control of the use of its Project property as satisfactory to FTA, throughout its useful life or until disposition.

How is the FTA involved?

- The FTA provided 5339 grant funding to TTD to acquire the property under protective acquisition for the purposes of constructing a mobility hub with parking.
- The FTA approves projects that are part of joint-development plan and meet eligibility and specific goals, such as increasing transit ridership and revenue generation.
- The FTA ensures that all real property acquisitions and development comply with federal laws and regulations.
- The FTA requires that the property remains in use for at least 30 years and that access to transit is maintained.

Options for Property under FTA

- **Singular Project Development:** Mobility Hub/Parking
- **Joint Development:** Mobility hub co-located with commercial, residential, public service, mixed-use, or other non-transit development. Joint development may include partnerships for public or private development associated with any mode of transit system that is being improved through new construction, renovation, or extension.
- **Transit Oriented Development (TOD):** In this case, Transit-oriented development (TOD) creates affordable housing with transit via transfer of the parcel to a local jurisdiction, non-profit, or third-party.
- **Disposition (Sale):** The settlement of the Federal interest in property that is no longer needed for the originally authorized purpose and the property is sold. See generally 2 CFR § 200.311; FTA Circular 5010.1E Chapter IV.
- **Disposition (Transfer):** The settlement of the Federal interest in property that is no longer needed for the originally authorized purpose and the property is transferred to a local jurisdiction. See generally 2 CFR § 200.311; FTA Circular 5010.1E Chapter IV.

10/16/2024

5

Singular Development

In this case, singular development refers to TTD moving forward with the mobility hub and parking project as intended via the protective acquisition process.

Pros	Cons
Allowable use per Area Plan	Public concern for mobility hub
TTD owns parcel	Underutilization of site
Parcel size and coverage are adequate	Ingress/Egress from Southwood
Utilities to site would be sufficient	Seismic engineering required
Parking fee could support transit	Uncertain FTA funding future
	Continuing control of site

10

///

///

Joint Development

As a matter of policy, FTA encourages project sponsors to undertake joint development and promotes the project sponsor's ability to work with the private sector and others to pursue joint development. The project sponsor, in this case TTD, would maintain satisfactory continuing control over such property. A fair share of the revenue derived from an FTA-assisted joint development project must be used for public transportation. 49 U.S.C. § 5302(4)(C)(iii).

Pros	Cons
Co-located transit	TTD would be project sponsor
TTD owns parcel	Site size may not be conducive to certain development
Satisfies original intent	TTD maintains continuing control
Utilities to site may be sufficient	Complex partnerships and funding agreements
Revenue generation for transit	TTD assumes risk
	FTA must approve joint development project
	TTD assumes risk should partnerships fail
	Affordable housing may not meet NV/attainable housing standards
	Project may trigger significant SR28/Southwood intersection improvements
	Seismic engineering required
	Uncertain FTA funding future
	TTD Staff would need to be supplemented to lead joint development

12/1/2025

52

Sale of the Parcel

Disposition (Sale): The settlement of the Federal interest in property that is no longer needed for the originally authorized purpose and the property is sold. See generally 2 CFR § 200.311; FTA Circular 5010.1E Chapter IV.

- I. Sell and reimburse FTA the federal share of the sale price (80%+)
- II. Offset – Sell the property and apply the proceeds to another property for the same use.
- III. Sell and apply proceeds to another eligible capital project under award.
- IV. Buyout the FTA federal share and retain title

Pros	Cons
Proceeds can be applied to another FTA eligible property, project, or program, or paid back to FTA	There would be no central Incline hub for TART/TTD/Washoe RTC/Micro-transit
Demolition funding of \$2.7M to another eligible project	If paying back FTA, TTD would be required to reimburse 80% +
Satisfies community concern regarding hub	Market instability

12/1/2025

53

Transfer of Parcel for Public Use

Transfer to Local Governmental Authority for Non-transit Use: A recipient may transfer assets to a local governmental authority to be used for a public purpose with no further obligation to FTA if, upon the written approval of FTA, FTA determines that the transfer complies with 49 U.S.C. 5334(h)(1)(A) as follows:

- I. The asset will remain in public use for at least five years after the date the asset is transferred;
- II. There is no purpose eligible for assistance under 49 U.S.C. Chapter 53 for which the asset should be used;
- III. The overall benefit of allowing the transfer is greater than the interest of the Government in liquidation and return of the financial interest of the Government in the asset, after considering fair market value and other factors; and
- IV. Through an appropriate screening or survey process (usually by following procedures for publication in the Federal Register), there is no interest in acquiring the asset for Government use if the asset is a facility or land.

Pros	Cons
Local Jurisdiction can work with non-profits or community groups toward site development.	Must remain in public use (5yrs min.)
Remains public parcel	There would be no transportation element per 49 U.S.C. Chapter 53

3/24/2025

Transfer of Property for Affordable Housing

Transfer for Affordable Housing as part of Transit Oriented Development: Under 49 U.S.C. 5334(h)(1)(B), the recipient may transfer assets to local governmental authorities, nonprofit organizations, or other third-party entities for the use of TOD that includes affordable housing with no obligation to reimburse FTA for the Federal interest if, upon FTA's written approval, FTA determines:

Pros	Cons
Land transfer supports affordable housing	At least 40 percent of the housing units offered in the TOD, including housing units owned by nongovernmental entities, are legally binding affordability restricted to tenants with incomes at or below 60 percent of the area median income and owners with incomes at or below 60 percent the area median income, which shall include at least 20 percent of such housing units offered restricted to tenants with incomes at or below 30 percent of the area median income and owners with incomes at or below 30 percent of the area median income;
Transit component would be included	NW Attainable Housing Program may not apply
Utilities may be sufficient	Local jurisdiction maintains continuing control
Utilities to site may be sufficient	

Mr. Marino explained that the property had been acquired several years ago with the intention of developing a mobility hub to support transit operations, but operational and community constraints had limited its use. He reviewed the condition of the existing facility, noting maintenance costs of approximately \$30,000 annually and the risks associated with leaving the property idle, including security and liability concerns. Mr. Marino also discussed federal funding tied to the property, including FTA funds allocated for demolition, and emphasized that these funds must be used for transit-related purposes.

He outlined three potential paths for the property: developing a full mobility hub, pursuing a public-private partnership or joint development, or disposing of the property either to a local government or private developer. He noted that the mobility hub, as originally envisioned, was challenging due to site constraints and limited operational benefits, and that partial or smaller-scale transit improvements might better meet current needs. Mr. Marino highlighted the importance of protecting federal funding, maintaining flexibility for future transit projects, and exploring opportunities for workforce housing that could be integrated with transit access. He also addressed staff capacity, indicating that singular development projects could be handled internally, but more complex partnerships would require additional support and possibly increase costs.

The board then discussed the property and its potential uses. Members emphasized that the property was a valuable asset that had likely appreciated since acquisition, but that community support for a full mobility hub was limited. There was broad agreement that the District's role should focus on asset management and supporting transit and housing goals, rather than directly undertaking large-scale housing development. Options considered included disposition to a local government with deed restrictions to ensure workforce housing, sale to private developers who could deliver attainable housing, or a hybrid approach that combined smaller-scale transit improvements with housing development.

Operational impacts were also considered, including the effect on transit ridership and parking in the surrounding area. It was noted that while ridership had remained stable without a mobility hub, community concerns about parking and access persisted. Board members highlighted the need for continued engagement with the community and local jurisdictions, ensuring that any disposition or development aligned with public benefit while preserving flexibility for TTD's future operations. The discussion concluded with a focus on moving toward a solution that balanced transit improvements, housing needs, financial responsibility, and timely decision-making to protect federal funding and leverage private interest.

Public Comment: Public comment was received regarding the property. Speakers expressed a range of perspectives, including concerns related to property use, community impacts, financial considerations, and the District's long-term plans for the site.

Captain Joe Folkers, Washoe County Sheriff's Office, said, in previous years, when you were operating the temporary station up there, we did have some issues, obviously, with vagrancy and related matters during that time. With

your mitigation efforts, boarding it up and implementing those measures, we haven't had any calls for service recently that I can recall off the top of my head. So, with it being fenced in, boarded up, and properly secured, the mitigation has prevented any further issues, such as vagrancy or trespassing, at this time. We do appreciate that you worked hand-in-hand with us when these issues arose, so thank you for that.

Matthew Fleming said, good evening everyone and members of the board. I serve as the Executive Director of Northern Nevada Community Housing. Thank you for the opportunity to speak today. I want to commend this board for taking a thoughtful approach to the future of the former Incline Elementary School property. This is a moment of real consequence for Incline Village, one that requires leadership, vision, and a commitment to local priorities. Our region is experiencing increasing pressure on its workforce. Our first responders, teachers, and the many others who serve this community every day are finding it harder and harder to live in the community they support. The result is longer commutes, higher turnover, and an erosion of the fabric that holds Incline together.

At NNCH, we believe this property can be part of the solution. Over the past several months, we have worked closely with local stakeholders to develop a vision for this site that is practical, community-serving, and ready for deeper discussion. We've also invested in preliminary design work because we want to show that our interest is not just conceptual but actionable. Our concept includes a 160-unit mixed-income apartment complex designed for people who work here, built with sustainability, transportation access, fire safety, and community integration at the forefront. It aligns with the Washoe-Tahoe Housing Partnership Roadmap and reflects what we've consistently heard from residents: the desire to retain those who make Incline Village safe, functional, and connected.

Mr. Carl Hasty said, I'm here, and I would like to add a few things, if I may. Could you set your name for the record? Former guilty party from TPD. It's been my experience that nothing's been easy for transportation or transit anywhere in the basin and this is what TTD was created to do. The easy stuff was already done, so there are no easy jobs.

The property is in the preferred location pursuant to TRPA policy, which is in the town center, the area where encouragement for transit and workforce housing is intended. That was part of the reason for pursuing it. The goal of the 28 corridor was not meant to expand parking, but actually to reduce it and the concept for the entire 28 corridor reflects that, relocating parking to off-highway locations, of which this was considered one. I just wanted to remind you that these goals have been in place for some time.

The goal is also to build infrastructure for regional and inter-regional transit. This has been a long time coming and will continue to be so. But if we don't build that infrastructure, we'll never get there if we don't create a revenue sources. The property is definitely valuable, more than 4 acres of coverage on that property alone makes it a very valuable piece of land. It is an asset, though it carries a liability with that building. That was my concern when we acquired it: that structure needs to come down.

The vocal community in Incline has not supported the majority of transit, so

disposition may be the best path. I would also argue that for workforce housing, it's a great idea. Workforce housing in that location complements transit. However, it won't address the goal of relocating or a reduced 28 corridor parking, so another solution will be needed. It also won't provide a connection point for parts of the transit system, like TART, or perhaps in the future for Washoe County or Tahoe City. If you sell it for anything other than workforce housing, I encourage you to sell it at its true value and apply the funds to something meaningful for the transit network.

One last observation I'd like to share, based on my experience and highlighted here today, is that it's important to consider TRPA rules and processes and how effectively they implement transit service and infrastructure. For example, the difficulty in splitting a public service property, which then requires rezoning for housing, can be argued as expansion of development, an impediment. It's challenging when the organizations trying to achieve what's in their respective plans are constrained by these rules. This is something I would encourage the board and TRPA to consider and discuss further.

Roxanna Dunn, Incline Village resident, said, I'm happy to report that you have completely blitzed my prepared comments because you actually have been listening to us. Mr. Marino, thank you so much for that. Since you are leaning toward the notion of workforce housing at that location, let me just offer my great support for that. We have been hoping that's what would come of this location from the beginning.

Obviously, land in Incline Village is very pricey, and it's not fair to ask developers to build workforce housing when they have to overcome the cost of the land. What they tend to do instead is build high-end condominiums. We don't need that. We certainly don't need that at this site, you would have people at a bus hub who never ride a bus. At the same time, we have a lot of people who might ride a bus. We have a number of J1 workers who are here to do seasonal work. My understanding is that they are packed 12, 14, 18 people in an apartment, rotating beds in Incline Village. If we could provide housing for them, that would open up other units that people with a little more income could rent.

We also have college students who come in for the summer and don't have cars, so they rely on transit. We do have that population that needs to be served. You mentioned one of the concerns was the federal requirement of 30% AMI, and you also said 60%. I'm not sure which number applies here. The TRPA amendments are trying to address the higher-end AMI, so I can't remember—60, 70, 80%. These other people, we do have a lot who are below that and need properties, particularly rental properties. This particular location would be great. It's kind of hidden, so I don't think it would bother many people. It's backed up to a few houses, but you're not going to be putting housing next to mansions. It is on the bus line, so all those people would be served, and I think it would be a really good answer to go in that direction.

That's pretty much what I wanted to say. I really hope you can find a way to keep this property in government hands, and I certainly appreciate the challenges you're facing now more than I did before. But if we lose this property to individual development, it's one of the very last government-owned sites available to us, so please try.

Fitz Johnson, a 25-year resident of Incline Village, said, I bought my house about a quarter mile from the old elementary school because I had kids at the elementary school, so I used to walk them to school until they moved the elementary school location. I'm very familiar with the building and its site. My husband and I have been part of this dialogue since TTD was originally planning to buy that lot and turn it into a bus hub.

I'm from New England. Yes, the bus hub has a bad connotation because they're not necessarily great locations. Having been through lots and lots of meetings, I just want people who may not live in Incline or may never have been here to have an idea of what this site looks like. Just to give you some perspective: the on one side of the road is the elementary school, and there are some businesses. Directly on the opposite side are a whole bunch of condos and a giant housing complex that never has enough parking for its residents. They spend the entire summer and winter season parked everywhere along the whole length of Southwood Boulevard, as well as all the other homes and condos along Southwood Boulevard. Southwood Boulevard is still a school bus route, so there are kids and families actively standing on the side of that road. That's part of the reason why the community was not supportive of this becoming a bus location. It's already very busy.

The people who live in those apartments during the winter throw their snow into the middle of Southwood Boulevard. Southwood Boulevard has a pitch on it. Last year, even in my Subaru with all-wheel drive, I started slipping back on it, so it's not necessarily the easiest place to get in and out of.

Given that, I'm so happy and thankful that Mr. Marino and his staff have started looking at the bigger picture of projects to solve issues in the Tahoe Basin. Personally, as a 25-year resident, I would love to see Placer County fix the nightmare of driving over to Squaw, Alpine during the weekday or on weekends when it's a hot powder day, traffic backs all the way up to Tahoe City. I understand it's a nightmare at the Mouse Hole over in Truckee, so you already have a bus hub there, but it doesn't seem to be used at all for getting people to and from the ski areas. That's a huge source point.

I'm happy to hear that you're working on alleviating the heavy traffic on Highway 28 on the East Shore, which is great. I'm not thrilled about more parking down there, but on the other hand, I think that's reality. We just have had a lot of people in the last five years who want to come to Tahoe. It's kind of good and bad.

During this segment of public comment, Mr. Bensing stated that he wished to respond to comments made earlier in the meeting.

Mr. Bensing expressed his appreciation for the diverse experience of the Board, noting that one of his own experiences was spent in Washington, D.C., working on the Tax Writing Committee on the Low-Income Housing Tax Credit. He explained that his earlier remarks referenced that work, which involved reviewing the Low-Income Housing Tax Credit and Section 8 properties throughout the state. He clarified that while these properties and

the people who live in them are vastly different, the Low-Income Housing Tax Credit program allows individuals in that income bracket to live much better lives than they would in Section 8 housing. He emphasized that this was his point in bringing up the program and that he was not intending to make any other statement.

Helen Neff, Incline Village resident, said, first of all, thank you to Mr. Marino for your thoughtful report and presentation, and to the board for your conversation on this topic. In regard to the various options, the proposal in the board packet that makes the most sense to me is to dispose of the TTD property to a local jurisdiction so it can be used in partnership with a non-profit to develop urgently needed affordable workforce housing. This is a practical, community-focused use of public land that directly addresses one of the most pressing challenges in our community.

The site already includes a transit stop on State Route 28, which could be upgraded, but development of the parcel should not include parking for out-of-region visitors. Adding visitor parking only encourages more vehicle use in the Tahoe Basin, which conflicts with transportation safety, congestion reduction, and environmental goals. Parking should be limited to residents of the housing development, ensuring the project supports local workers rather than expanding private vehicle access for visitors.

If TTD needs space for transit vehicles, an agreement with Washoe County could allow buses and vans to be parked at the sheriff's facility. Charging infrastructure can then be installed there for TTD's use, avoiding the need to place a large-scale parking or fleet facility in the Incline Village Town Center, our walkable town center.

This approach advances multiple objectives at once. It provides affordable housing for local workers, supports transit by upgrading the current bus stop, protects air and lake quality, promotes road safety, and reduces congestion by not encouraging more vehicle use. It uses public land efficiently without expanding parking that contradicts regional mobility goals. I urge the board to support disposing of the property and enabling this partnership. It's a responsible, forward-looking decision that will benefit both the workforce and the broader Tahoe community.

Elise Fett, Crystal Bay/Incline Village resident, said, I am a resident of over 30 years in the Crystal Bay and Incline Village area. I'm an architect and engineer, and I recognize the need for us to have efficient transportation. However, I agree with the folks that have been speaking, who also know this community as well as I do, that this is not the proper location on that particular road. There are too many children going back and forth, it's too steep, and yes, we have had cars literally slipping down. It's not a good place for a bus to be.

I noticed that you have these attachments in your study that show the library and the south end of the UNR campus as the best, more central options, but that wasn't really discussed. For some reason, there was more discussion

about the Ponderosa area, and I have to agree, the Ponderosa is impacted with respect to parking, and that doesn't make sense. The library has a lot of existing parking that is not being used, and Alder Way is primarily commercial. So, I personally would prefer that the buses stay going on and off of Highway 28. Yes, we could improve the pullouts and make them a little wider, even at this particular site on Southwood, but the use of this property for affordable housing is so desperately needed.

I live in Crystal Bay, and I watch this time of year when it's dark, from 5 to 6:30 in the morning, and it is a continuous line of headlights because of the workers that can't afford to live here and are having to commute every day. It is a lose-lose-lose situation. It is not good for our roads, for the lake, and it is not good for them or their time with their families.

My son is graduating from high school, but he has lost so many friends because their families can't afford to live here anymore. We need the diversity, and we need these people here with us. I am so grateful that you are considering this, and yes, please be sure that this property only goes toward affordable housing.

Dave Keeler, an Incline resident, said, I am here to ask you today to vote to sell the 771 Southwood property, and how it ties in with our proposal for the Incline Sports Arena in that location. If you drive old Incline, as we've talked today, you see decay. It's a building that once held laughter, and now it sits silent and vandalized.

For years, it has been a reminder of what happens when land and opportunities sit untouched and our kids walk past it every single day. The Incline Sports Arena which we're proposing is not just a sports facility. It's a place where kids from all backgrounds can truly be kids again. A place where they can run, play, and build confidence, even when the snow is 6 feet deep or the wildfire smoke forces them indoors. It's a place for community connection all year long.

As a parent, local coach, and founder of a company that helps adolescents create positive change in themselves and their communities, I'm well-versed in how incredibly important sports are to our youth's mental and physical well-being. The community wants the Incline Sports arena. We sent out a small, localized survey and within just a few days, 146 residents said, we need this, please make it happen. These weren't just yes votes, but offers to volunteer labor, professional services, and even funding.

The respondents were parents, teachers, coaches, business owners, families, and seniors from all demographics. They're asking for this and they're relying on you to help make it possible. I understand the board has many pressures and considerations. Affordable housing, a justice center, all worthy ideas and we support them.

It's important to note that while there are 6 acres, the allowable coverage is much less. In this case, for this property, the simplest, cleanest, most risk-free,

and most unifying path forward is releasing the property for sale to build the Incline Sports Arena. Which will be used and enjoyed by everyone in our community. A straight sale gives TTD funding for mobility programs, removes a deteriorating property from your responsibility, gives this community something to celebrate, and it's clearly what your public wants.

So today, I'm speaking on behalf of at least 146 Incline residents who responded immediately, enthusiastically, and overwhelmingly. Asking you to vote to sell.

Doug Flaherty, TahoeCleanAir.org, said, I'm looking at the original Federal Transit Administration application tied to the protective acquisition of 771 Southwood Boulevard, which is dated March of 2021. It includes the original \$2.7 million estimate for demolition. So, we've got five years of construction inflation costs, which creates some hurdles in front of all of you.

The first hurdle is the demolition and restoration cost, considering inflation since five years ago. The second hurdle is the NEPA process. No matter what you decide, there's going to be a NEPA hurdle and that's going to take a while. I would encourage you to do it right. If you try to do an Environmental Assessment (EA) rather than an Environmental Impact Statement (EIS), you're going to be tied up in court for a few years.

The third issue, which is more in my area of focus, is ongoing vandalism. More importantly, I'm concerned that if there is a fire in this building during a red flag condition, we could have an ember storm that would considerably impact Incline Village forever. I would hope, Mr. Marino, kudos to you for having TTD look in the mirror here, good job. I would encourage you to put a 24-hour security guard in place during red flag days. This is really important to prevent a catastrophic fire.

Also, quickly, my golly, I haven't been talking with TTD for a year because I've been busy with other issues, like lawsuits—but it's a breath of fresh air, for me and for many of you, to see your heads on straight and to ask the probing questions. I don't think I've seen a meeting in the Tahoe Basin with people more concerned and wanting to get to the facts.

So thank you so very much, all of you, for listening to the public, and thank you to Mr. Marino for putting the real issues upfront.

Kathie Julian, resident of Incline Village, said, I'm a strong supporter of affordable housing for our local workforce, especially rental housing. As Roxanna said, you have gutted my prepared comments because you have taken the elephant off the table, so to speak, mobility hub and parking area, so that's a positive. Thank you for listening to the community on that issue.

I do want to say that I also appreciate, especially Mr. Robins' comments about the need for housing and I would agree that anything done with this piece of property should have a provision that it be used for affordable housing. Of course, it may wish to combine a bit of a transit turnaround area, or something

like that. It might even have a sporting facility, although this is the first time I've heard of any kind of arena concept. I hope that anything like that does not create more influx of people in this particular congested area, because that would just exacerbate the problem.

The focus on workforce housing is critical. I would not underestimate Incline Village's support for workforce housing, especially because people here depend upon the folks who help them within the stores, who staff the tourist facilities, ski resorts, restaurants, who shovel roofs during winter, who tend gardens, and who clean STRs. The people here do appreciate workforce housing, and I believe they will be supportive of it. Some have expressed concern that it could be a NIMBY reaction to workforce housing, but I would urge you to have some faith in the people of Incline Village, they do support these efforts and are willing to put in work to achieve them.

Just a couple of questions, though. I was a little disappointed that we didn't hear about the sheriff's substation and how that could be used for a transit hub or turnaround. Also, I believe the Mount Rose people are building a new tubing area up on Mount Rose Highway, which would be a perfect place for a bus hub during the summer. Thank you very much.

Jackie Chandler, 28-year resident of Incline Village and Founder and Executive Director of Sustainable Tahoe, said, I also would like to follow Doug's comment and say that I have been very impressed with how cordial, thoughtful, mindful, and constructive the discussions have been, it is one of the best meetings I have witnessed in 25 years here. So, thank you.

I also sent in a very large public comment the other day, so I've kind of covered the things that echo what everybody else has already said and the conclusion you've come to, that it isn't a good fit for so many reasons. The main reason being that our organization is about helping visitors and this really fails to serve them.

What I really wanted to bring attention to is, because it's TTD, to go back to the goal: reducing vehicles in the basin. Living in LA, we kept expanding the highway and more cars came. I was very discouraged to hear of the issue going on with Chimney and Spooner, is to add more parking. What we haven't done is make this water-to-land transit attractive, with the coolest little bus shelters. For example, along Highway 28 right now, people across from the Tahoe School are just sitting out there freezing. That is what makes transit attractive, and then people don't even bring their cars into the basin. Visitors want to get to these amazing places in the best, most fun way, and they wouldn't drive if the bus was really convenient.

I would really urge TTD, if the asset is worth more money to sell, to use that money to get transit working all around the lake, with Chimney Beach as the turnaround point. Buses could come from Stateline down to South Lake, stop at Spooner, Secret Harbor, and Chimney, turn around, meet buses from Placer County, and then stop at Tunnel, Hidden, and Sand Harbor. People could transfer and move efficiently, then buses go back to South Lake,

Truckee, Tahoe City, Reno, or Carson. That is what I would be so excited to see as the focus.

Put the money and attention on making that transit free, frequent, and fun. That is the best money you could spend. People would see it as unnecessary to drive when trying to get to East Shore trails and locations where parking is \$8 an hour, poorly maintained in winter, with inadequate bathrooms. Parking facilities should be improved, bathrooms upgraded, shelters functional, and buses running efficiently through the corridor.

Ronda Tyner said, thank you so much for your significant efforts to find a workable solution to so many problems that TTD now has with the old Incline Elementary School property. We understand the constraints placed upon your decision because of FTA conditions and we recognize the complicated pros and cons of whatever decision you make today.

As you know, we have done everything we could to convince you that using the old elementary school as a huge bus hub and parking lot will forever change, for the worse, our small village. You know that we know, and you understand our arguments and are including those in your thinking. We also know you will do your absolute best to make the right decision on behalf of the greater good.

Above any consideration for public transit, affordable housing or any other programs, you are charged with the duty to help save Lake Tahoe's famed clarity for posterity. We understand this. As long-time residents, citizens, and lovers of Lake Tahoe, we support your efforts and on this, we are on the same team.

Now, after listening to this meeting, which, as everyone has said, is in such contrast to prior meetings on this topic, we also thank you for being on our team with the Mobility Hub. My personal preference would be that Washoe County uses a parcel for local government buildings, maybe moving the Washoe County Sheriff's Station down there, which would open up that whole area at the current sheriff's office for transit. Currently, it's Washoe County Transit, but if the sheriff's office were moved off that property, the entire area could be made into a transit hub.

I hope you will consider that and I know that Ms. Hill said she is going to be looking into things, so that remains one of my hopes. Again, thank you so much for a good meeting and for allowing our voices to be heard.

Ann Nichols, North Tahoe Preservation Alliance, said, again, great critical thinking. I mean, this is such a relief after many county meetings and TRPA, so it's exciting.

What I wanted to say is that the thing that's really changed is the tremendous traffic on 431. We've got everybody, people want to live in Carson City, they want to live in Reno, they can have a yard. It's lovely. So, if we can figure out

a way to get employees back and forth, having the transit hub where the sheriff's station is, I think that's a much better idea.

I'm hoping that workforce housing can be put where the old elementary school is, but make sure it's affordable, low-income or attainable. The achievable housing that TRPA has come up with has no income cap. Governor Lombardo has proposed attainable housing at 150% of average median income, and that seems reasonable. To not have an income cap and call it workforce housing, I think, is just a mirage.

Peggy Meadows said, we live about a mile from the old school location and I think the housing idea is the ideal solution for what to do with the property. There could still be a portion adjacent to Highway 28 to accommodate some buses or shuttles. Families moving in there will need access to transit for their kids to get to the other elementary school, and things like that.

It's ideal because of the shopping and other services available in the area. I've been attending the TRPA affordable housing workshops and a lot of emphasis has been on including transit for those who do not have vehicles, as well as some off-street parking.

Looking at the staff report, if you want our input, I would recommend an Agenda Item I, which refers to the Transfer for Affordable Housing as part of Transit-Oriented Development and also the Joint Development Project. However those of you who are the experts in that area would determine the best options, and we can provide input at that point.

I am not an expert in finance or obtaining funding from the federal or state government or TRPA assistance, so I rely on your expertise there. One thing I do want to emphasize before my time is up, I strongly support low-income housing, not necessarily middle or upper levels of affordable housing but those at the lower end. When your report mentions 60 or 80% of what is considered affordable, that is what I support. It should include workforce housing for people who work in the community but also housing for those at the lower end so they can have a place to live.

Jenny Molinelli from Incline Village said, thank you so much to TTD for this continued time to build on what you heard from Dave Keeler earlier about the Incline Sports Arena vision.

I'd like to start with some sincere gratitude to Mr. Marino, Commissioner Hill, Chair Chapman, Linda Offerdahl from IVCBA, and this entire board for your engagement with Dave and me prior for this meeting. Your openness to explore community-building possibilities truly matters.

I joined the Incline community in 2016 and since then I've been committed to building right here, whether to help build and scale the tech company Ridgeline, serving as a trustee at Lake Tahoe School, or volunteering at Pet Network. I recently joined the Washoe-Tahoe Academy, sponsored by

Commissioner Hill, to strengthen partnerships across agencies shaping Tahoe's future. That collaboration mindset is what brings us here today.

This project started simply, two parents trying to find a place for our sons to train. I was searching for a baseball space, Dave was looking for a soccer space and we discovered we were working on the exact same problem. It became clear that this isn't just a sports issue to solve; it's an access issue affecting families in Incline and North Tahoe. That's what sparked the Incline Sports Arena. It's not a luxury, it's a necessity.

Incline has changed a lot in the last five years. More families are putting down roots here year-round, not just second-home owners. These families want year-round outlets that keep kids active, connected, and healthy. Yet, for over half the year, we have no reliable indoor space to do this. The result is many hours commuting to Reno, Truckee, or Carson, high expenses for club sports, and a lack of connection to the Incline and North Tahoe community.

We're lucky to be able to support our kids' sports but many Incline families can't. Work hours, gas costs, and single-parent households create barriers, and kids miss out, not because they lack talent, but because of access. Not every child in Tahoe skis and for six months there's nowhere else to go, except, frankly, to Raley's, which is where you see our middle and high schoolers.

An Incline Sports Arena can change the landscape for Incline Village, giving a safe place to move, learn, and belong whether it's safe from smoke or simply providing a space to connect. This is a unifying and overdue project. We will move fast, partner with TTD, and we are very grateful for your support in building something in Incline that will serve generations to come.

Richard Miner said, I just wanted to extend kudos once more to Mr. Marino for his very thoughtful and helpful analysis of the options facing TTD. It's a refreshing departure from Jim's predecessor. I don't need to go into that further, but I do want to emphasize a point that has been raised by several others: the major cause of our traffic problems around Lake Tahoe is not because we don't have adequate bus service or because our residential population hasn't been growing. It's because we have unfettered access from outside the basin to all of the wonderful resources available here.

Until TTD really gets serious about restricting outside traffic, we're going to continue having increasing problems in the area. The idea of putting bus hubs anywhere in the middle of our communities only encourages visitors and tourists to drive to those locations, which increases congestion and requires additional bus traffic to move them around the basin.

I would suggest that, moving forward, the idea of fast-track access to the Tahoe Basin is something TTD needs to consider. It's common practice now in major cities across California and the country, visitors from outside either pay a fee, take alternate routes, or use alternative transportation.

Kudos to the members of TTD who recognize that options one, two, and three are simply not going to work and who are looking at disposing of the property with all of the buyer requirements discussed to provide for affordable housing. At the same time, TTD should start thinking long-term about how unfettered access to the Lake Tahoe Basin itself contributes to the problem.

Received by email:

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///

///



Outlook

FW: TTD: Community-Supported Path Forward for the Incline Southwood Property

From Judi Allen <jallen@tahoetransportation.org>

Date Mon 12/1/2025 1:54 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

 1 attachment (487 KB)

Support the Incline Sports Arena.pdf;

From: Sophie Fox <sfox@placer.ca.gov>

Sent: Monday, December 1, 2025 9:38 AM

To: Judi Allen <jallen@tahoetransportation.org>

Subject: FW: TTD: Community-Supported Path Forward for the Incline Southwood Property

FYI

Sophie Fox

Chief of Staff

Supervisor Cindy Gustafson

Placer County District 5

From: Jenny Molinelli <jenny.moersch@gmail.com>

Sent: Sunday, November 30, 2025 6:19 AM

To: Cindy Gustafson <cindygustafson@placer.ca.gov>; Stephanie Holloway <SHolloway@placer.ca.gov>

Cc: Dave Keeler <keelerdave@gmail.com>

Subject: TTD: Community-Supported Path Forward for the Incline Southwood Property

Good Morning Board Members Gustafson and Holloway,

We're reaching out ahead of the upcoming December 3rd TTD Board meeting where the future of the old Incline School property on Southwood Blvd will be discussed. We know the Board has been working for years to determine a productive use for the site. We appreciate the difficult balance of community benefit, operational needs, environmental compliance and political realities that guide your decisions.

Over the past several months, we've been developing a proposal for the Incline Sports Arena (ISA) - a year-round indoor turf field designed to serve children, teens, adults and seniors throughout Incline Village and North Lake Tahoe. In that time, we've met directly with Commissioner Alexis Hill, Board Chair Andy Chapman and Executive Director Jim Marino - each expressed openness to what ISA could mean for the region.

To ensure our proposal aligns with community sentiment, we recently conducted an informal public survey within Incline Village. In just a few days, 145 residents responded "YES" in support of the ISA-

parents, coaches, teachers, seniors and business owners. If this was a more formal effort and expanded to the broader North Tahoe community, we're confident the support would be overwhelming. There's an enormous amount of buzz and excitement in the community around the ISA.

Why a Property Sale Is the Cleanest, Lowest-Opposition Path

Based on our discussions, a review of FTA joint development regulations, zoning and TRPA allowable coverage, the joint-development option appears unlikely to meet both TTD's mobility hub needs *and* the space required for the ISA (or any other development partner, for that matter). A shared site would force TTD to use significant TRPA coverage for paving and infrastructure, leaving too little, if any, remaining for the ISA to be feasible - resulting in a costly process and, potentially, no workable solution for either party. Lastly, the joint development option may trigger FTA, zoning and other regulations that could also make any development option not feasible for a third-party.

A **straight sale**, on the other hand:

- **Allows TTD to immediately unlock the property's value** after years of vacancy and deterioration. These funds can be put to use on other TTD initiatives.
- **Eliminates the risk of prolonged public pushback** that often accompanies government-driven development.
- **Ensures the land is used for a universally supported community purpose**, backed by rapidly growing documented support. Preliminary analysis and discussions with permitting agencies shows the ISA will qualify for permitting from TRPA and Washoe County Planning and Building Division.
- **Gives TTD a clear, positive win:** solving a long-standing challenge while being celebrated locally for empowering youth sports, adult recreation and year-round community health.

The option comparison on p. 148 of the upcoming meeting agenda shows the complexities and potential complications of all options but a Disposition of Property (Sale). <https://www.tahoetransportation.org/wp-content/uploads/2025/11/2025-12-3-TTD-Meeting-Agenda-Packet.pdf>

Our goal is simple: to create a space that brings families together, keeps kids active year-round, and strengthens the social fabric of Incline Village. We want to partner with TTD and we want the Board to feel fully supported and confident in whichever option best serves the region.

We would be grateful for your consideration of a **sale option** as the most viable path forward. We are prepared to move quickly, transparently and collaboratively to make this project a success for everyone involved.

We're happy to answer any questions before or after the meeting.

Thank you for your leadership and service to our region.

Jenny Molinelli and Dave Keeler

Support the Incline Sports Arena



What the Incline Sports Arena (ISA) proposal is

An indoor, multi-sport turf facility that will serve youth, adults and families across North Lake Tahoe.

- A large turf field (configurable for multiple smaller fields)
- Viewing areas, food and beverage options, indoor/outdoor gathering spaces
- Multi-sport accommodations (turf, batting cages, fitness programs, etc.)
- Privately funded - no public tax burden

Why This Matters

For half the year, Incline's fields are buried in snow. Sports that build confidence and connection - like soccer, baseball, softball, lacrosse - all stop cold. Meanwhile, kids in Reno, Carson and Sacramento keep practicing year-round.

Our kids shouldn't have to fall behind because of weather. That's why we're rallying support for the ISA.

What the Incline Sports Arena Will Bring

For Kids: Sports build resilience, teamwork and leadership. ISA means year-round play, skill development and safe indoor activity through Tahoe's long winters.

For Families: A new gathering place to watch games, share meals and celebrate the active Tahoe spirit together.

For Adults: From evening leagues to fitness programs, ISA would expand opportunities for adults to stay active and connected in the community year-round.

For Everyone: A local space for recreation even when air quality is poor from wildfire smoke - a real and growing need.

Community Impact

ISA is about more than sports - it's about health, connection and belonging. Research shows regular activity improves mental health, academic performance and community bonds. ISA will give kids a positive outlet, families a shared hub and adults a place to move and laugh - even in the snowiest months.

Location

An ideal ISA location is the site of the old Incline School on Southwood Boulevard, which is centrally-located and easily accessible, even by walking for lower elevation community members. The Tahoe Transportation District is currently deciding the future of this property.

ISA Contacts: David Keeler and Jenny Molinelli. inlinesportsarena@gmail.com



TTD Board Meeting Agenda Item VI.B, Public Comment in Opposition to the OES Site as a Mobility Hub

From Diane Heirshberg <dbheirshberg@gmail.com>

Date Mon 12/1/2025 11:39 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

December 1, 2025

Please circulate my public comment below to the TTD Board Members and appropriate staff.

Dear Tahoe Transportation District Board and Staff,

I am writing and the Tahoe Transportation District ("TTD") Board and Staff to state that I **oppose the use of 771 Southwood Blvd** (formerly old elementary school, the "OES" site) **for a bus station and other mobility hub uses.**

As you have no doubt heard, **the TART free public bus service in Incline Village and Crystal Bay has been stopped this December** due to a lack of funding, but continues in the California parts of the Lake which has funding. As you will hopefully recall there was a proposal to have a mobility hub in King's Beach, but the public officials in Kings Beach successfully had that mobility hub removed from the TTD plans. One question you must answer is since the TART bus continues to run in California but not in Nevada, why would a mobility hub to house the California buses be placed in Incline Village Nevada, rather than King's Beach, California.

BUT MOST IMPORTANTLY, WITH THE CONTINUAL PUBLIC OPPOSITION IN INCLINE VILLAGE, please consider the lengthy discussions of the public safety risks and the unsuitability of the site and all my prior opposition emails written beginning in August, 2021, which are in the public record at the TTD and incorporated hereat by this reference. The most important objections I have summarized below:

- This site is in the center of Incline Village ("IV"), and **will bring a tremendous amount of traffic into the center of IV**, rather than to the outskirts like the Tahoe City transportation does. This injures the traffic safety, traffic congestion, and parking issues in IV.
- This will cause **additional noise and danger of vehicle accidents to adjacent residents**, including children who live and play in the area. The Washoe County Transportation study of Incline Village found this to be the intersection with the most accidents already.
- This **site does not serve the best interests of IV, but instead addresses problems of other areas around the Lake, and it is unfair to IV.** The need for this was an improperly planned and marketed East Shore Trail without planning for adequate parking.
- There were a number of other sites proposed by local residents which were ignored by the TTD and even if those are not now available, other sites that are smaller and at the edges of town should be looked at. If WC thinks a bus hub is necessary and a public good in IV, the WC yard at the intersection of highways 431 and 28 would be much better locations for IV.

- The zoning of this site on the Tahoe Area was changed from town center commercial to governmental use at a Washoe County Planning Commission hearing with no prior public notice or public input meetings with the public when the Tahoe Area Plan was presented.
- THIS IS A CHANGE OF USE from the previous use. This is not a use like that of an elementary school. It is a highly variable demand with a completely different kind of out of area clientele, and the traffic, parking and bus load will be constant.
- There is no way to control off-site parking. When the lot is full, out of town people will park in the adjacent residential and commercial areas.
- There will be an increase in litter, graffiti, and traffic.
- The use does not fit into the current zoning, of high-rise condominiums along Tahoe Blvd, with the tourists, who will use the buses, housed in STRs in the residences in hilly Incline, which will require the tourists to drive to the bus hub and park there.
- This is a wildlife corridor.
- There is NO evidence that this hub will reduce VMT or increases public transit. It will increase VMTs in IV! And the Tahoe City transportation parking lot is filled in the summer with people bringing kayaks and water toys to the Truckee River...not with people seeking transportation. Dismissing the lack of use of the Tahoe City hub as not relevant for this hub is ridiculous.
- It is extremely dangerous. Tourists and people rushing to get to the beach have been observed making multiple traffic infractions. Even under the best circumstances of future design and signage, this is going to be an issue.
- Just because the TTD got a good buy on the property does not justify putting the transportation hub there.
- The issues that are being studied are not the correct issues. You should be studying the adverse impacts on IV and how to address and mitigate them. IV is not here to serve the rest of Lake Tahoe. We are just the easiest location to cram down on since we have no one looking out for the best interests of IV residents and commuters.

I urge the Board to stop insisting on this site which would be such a burden and public safety risk to citizens of IV. The citizens would benefit from a bus stop, not a bus station. Please ask staff: Where are the numerical studies showing public transportation usage in IV. Who is using public transportation in IV?

I have attended **every public meeting on the OES site as a mobility hub**, many of the meetings of the **Incline Mobility Hub Committee** which was disbanded, and all of the **Incline Village Crystal Bay Citizen Advisory Board** meetings where the mobility hub was discussed (as one of the CAB members) and remind you that the **public response was almost unanimously against the OES site as a mobility hub**.

Thank you in advance for your consideration of the rights and interests of the IV community.

Diane Becker

Full time Incline Village resident

805-290-2779



Outlook

TTD Bus Hub at Incline Village Old Elementary School

From JIM BERES <jimberes@comcast.net>

Date Mon 12/1/2025 12:01 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

I would once again voice my opinion that I am against using the Old Elementary School site for a bus hub. It is a ridiculous use of the site in the middle of our small village. Such a bus hub serving tens of thousands of tourists would create constant increased traffic on Incline's narrow two-lane roads and make our residential neighborhoods less safe.

Regards,

Jim Beres
415-519-3337

Residents opposed to use of Incline OES as bus hub Agenda Item VI.A

From Jill Brandin <jillbrandin@gmail.com>

Date Fri 11/28/2025 1:19 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Cc Ronda & Richard Miner/ Tyce <rondatyce@aol.com>

As you have seen from our numerous emails over the past year the IVCB community is united in opposition

to the use of the OES property as a large bus hub to service Sand Harbor and other East Shore tourist attractions.

As a unified community we IVCB residents have made crystal clear what we don't want-a huge bus hub at the OES in the middle of our small village serving tens of thousands of tourists-creating constant increased traffic on Incline's narrow two-lane roads-with tourist-parking spilling over into residential neighborhoods.

Public safety concerns outweigh your described goal of "offering car free access to Tahoe" when all those cars end up in our village neighborhood with many children on the streets.

Jill Brandin

775-846-3273



Outlook

No bus hub at the old elementary school!

From Sherry Butler <sabutler8855@gmail.com>

Date Mon 12/1/2025 12:10 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

We incline village residents DO NOT WANT THIS in our town at the OES!

Can someone convince Mr Duffield to sell his gigantic lot on highway 28 near Tunnel Creek for this purpose?

Sent from my iPhone

DRAFT



Outlook

Proposed Incline Bus Hub

From tim callicrate <tim2tahoe@msn.com>

Date Mon 12/1/2025 11:09 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Dear Ms. Muschetto,

I am writing this email in response to your next meeting's Agenda item VI.B. The Incline Village Bus Hub.

As a 40+year full-time, year-round resident of Incline Village, a former Chair/Trustee of IVGID for 12 years and an involved, active member of this Community, I am expressing my concern, once again, regarding the proposed Transportation/Bus Hub at the former Incline Elementary School site.

I am vehemently opposed! This site is NOT conducive to the amount of traffic said hub will garner. It is in the midst of the most congested area of our Community and will only exacerbate the nightmarish conditions already extant to this particular location.

There are dozens and dozens of school age children directly across Southwood Blvd, an overabundance of vehicles with inadequate parking, a constant flow of pedestrians and an extremely dense population of residents within a 500 foot radius. The scenarios of potential vehicle vs citizen accidents should give concern over this projected site.

As I live at 830 Oriole Way/White Pine Estates and use Southwood/Oriole numerous times a day, I have personally witnessed the dangers associated with foot traffic vs vehicle traffic; children darting out between cars, trucks parked haphazardly and regular pedestrians, some on bikes, that frequently veer into the traffic lanes

A far more suitable site would be the former Washoe County Sheriff's Substation parking area. Or the Nevada State DOT lot. You'd be able to capture the target audience as they arrive from Reno or from the West, shuttle them to the East Shore destinations and alleviate any potential conflicts that will arise at the proposed OES site.

Please reconsider moving forward with the Southwood location!

Our Community has weighed in regarding this situation on several occasions!

Take the lead on this unfortunate location choice and vote to move it to one of the aforementioned sites.

Our Community would really appreciate you and your organization listening to our concerns!!!

Respectfully,
Tim Callicrate
775.336.9925

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

DRAFT



Outlook

TTD 3 December- Agenda item VI A

From Neil Commerford <neilcomm@aol.com>

Date Fri 11/28/2025 6:31 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Why do you keep trying to push the OES BusHub down our throats? It has been made perfectly clear that Incline Village and its residents do not need it or want it. It does nothing for us other than take away valuable town space and create more traffic problems in order to serve visitors en route to other places. It has nothing to do with Incline Village!

Thank you

Neil Commerford
391 1st. Green Drive
805-402-2821.

Sent from the all new AOL app for iOS



Outlook

OES Agenda Item VI.B

From Jack Dalton <jack.f.dalton44@gmail.com>

Date Mon 12/1/2025 1:18 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

I am a 15 year full time resident of Incline. A bus hub at the OES is unfortunate, and not appropriate for Incline residents, Lake Tahoe citizens, local tourists (Reno), and Bay Area tourists for the following reasons.

- 1) Fire hazard and lack of a credible fire evacuation plan.
- 2) No beach access except for local parcel owners.
- 3) Earthquake fault zone.
- 4) Traffic congestion.
- 5) Previous poll of Incline residents had 2200 signatures opposing the site.

Please cancel this site for further consideration. Thank you

Jack Dalton 980 Cart Court. Incline Village



Outlook

We say NO!!!! to Agenda Item V1.B, the Proposed Bus Hub at the Old Elementary School in Incline Village

From Jon Davidson <jonpauldavidson@gmail.com>

Date Mon 12/1/2025 11:54 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

We have lived in Incline for over 40 years and we see that the Tahoe Transportation District is ignoring the input of many, many Incline residents in favor of catering to tourists going through our town to Sand Harbor.

Please don't put a bus hub across from a very busy apartment complex with numerous young children. These families are mostly Hispanic and provide much needed services to the community.

So far the Tahoe Transportation District has been insensitive to community input over several years. The interests of everyone from Washoe County who lives outside the Basin seem to be prioritized ahead of those who will actually be affected by this travesty.

We don't know the truth of the rumor that Washoe County officials want to park large Trucks and other construction equipment on the site of the proposed bus hub or build a multi story garage in the middle of a residential neighborhood or some of the other plan incompatible with the neighborhood in question, but it would be useful if those proposing such a dramatic change to that neighborhood would stop pushing this proposal long enough to first take steps to put all parking OUTSIDE the Basin before destroying a small town.

Evacuation from Incline during a wildfire is expected to be a nightmare. Please listen to what the committee evaluating that situation has to say before going ahead with adding more problems to an already untenable situation.

Bottom line, the proposal to use the Old Elementary School as a Bus Hub is terrible and should NEVER see the light of day!!!

Thank you for reading and considering this email.

Beth and Jon Davidson

DRAFT



Outlook

TTD use of OES Protest

From Doug Graham <grahamdj58@gmail.com>

Date Sat 11/29/2025 10:52 **AM**

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

I disapprove of the TTD intended use of the OES as a Transportation Hub.....largely because:

- > TTD has demonstrated NO MEANINGFUL comparative assessment of other potential locations (such as close to the Raley Center)
- > OES location adjacent to apartment Complexes with many children (with 1 child killed by traffic there as evidence of the safety risk !!) .

Doug Graham

IV Resident



Outlook

Agenda Item VI.B

From Tracy Horton <tracysj60@gmail.com>

Date Mon 12/1/2025 10:59 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Crystal,

As a resident of Incline Village, I vehemently oppose having a mobility hub at the OES in the middle of our small town.

We do not have the infrastructure to handle the congestion this will cause so please listen to the residents and choose another location outside of Incline Village.

Thank you,
Tracy Horton
Incline Village Resident



Outlook

Bus Depot Location

From Christopher Hynum <chynum@me.com>

Date Mon 12/1/2025 10:58 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

I am a propert owner in Incline Village.

The proposed location for the bus depot at the old elementary site is NOT a good location.

Please choose another site.

Christopher Mark Hynum

Sent from my iPhone

DRAFT

NO MOBILITY HUB AT OES.

From Cheri Kratka <cakzinn@gmail.com>

Date Thu 11/27/2025 4:38 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

I live on Southwood Blvd and current traffic on Southwood is very heavy due to many multifamily housing units on Southwood.

Southwood is a school bus route. Having OES be a mobility hub will impact the safety of our children which is not acceptable.

Southwood is a narrow two lane road with multiple cars parking on the street causing visibility to be poor.

Many pedestrians walk along Southwood going to the post office, grocery outlet their homes and other locations

Having out of town people drive to a mobility hub located on Southwood who don't know about school children and pedestrians and limited visibility will cause accidents.

The location of OES for a mobility hub is dangerous for our citizens including school children.

Please secure another location for your mobility hub or just give up on the idea of a mobility hub in Incline Village

The constitution says WE THE PEOPLE not WE THE POLITICIANS

We the people never communicated that we wanted a mobility hub it was you the politicians who wanted it and feel that because you got some federal money that you need to continue with this idea.

Give it up.

Cheri Kratka

875 Southwood Blvd, unit 27, Incline Village, NV 89451



Outlook

IV TTD Mobility Hub at the OES

From LE Nalbandian <laurennal@gmail.com>

Date Mon 12/1/2025 12:14 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Good afternoon,

I am writing to express our opposition to the placement of the transit hub at the OES site. As long-time IV residents, we do not want the increase in people, transients, noise, and traffic in the area. Many of us have to transit this area to pick up our mail daily, and the increase in traffic and people in this small area will make it unbearable. We are also concerned with security issues brought in by the facility.

Please find a more suitable location!

Regards,

Lauren and Steve Nalbandian

OES property

From Teresa Payne <teresaptahoe@gmail.com>

Date Mon 12/1/2025 11:51 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Agenda item VI.B

I live in the neighborhood of OES. I have stated formerly and again, now, that I am against a bus hub in this area. This totally goes against a "neighborhood" environment with its noise and addition of tourists **in** my neighborhood. So far, the powerful in Reno have not listened to residents of this area, and they seem set on building this hub, no matter what Incliners want.

Most bus hubs are located in a business district, not in a neighborhood, especially one directly across the street from a busy condominium where children play, ride bicycles, and live.

Please listen,
Teresa Payne



Outlook

Comments: Agenda Item VI.B... NO BUS HUB at OES!

From Nancy Porten <nancyporten@gmail.com>

Date Mon 12/1/2025 10:59 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

As a unified community we IVCB residents have made crystal clear what we don't want-a huge bus hub at the OES in the middle of our small village serving tens of thousands of tourists-creating constant increased traffic on Incline's narrow two-lane roads-with tourist-parking spilling over into residential neighborhoods.

Best, Regards,

Nancy L Porten, Incline Village Resident of 21 **years**

No bus hub - Agenda Item VI.B

From robin.beres@icloud.com <robin.beres@icloud.com>

Date Mon 12/1/2025 11:26 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

As a 12 year resident of Incline Village, I implore you not to build the bus hub at the OES.
Please consider what the people living in Incline Village want.

Robin Beres



Outlook

Public Comment for Agenda Item VI.B

From rondatycer@aol.com <rondatycer@aol.com>

Date Mon 12/1/2025 10:44 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Dear Ms. Muschetto,

Thank you kindly for redirecting comments received from IVCB residents regarding the TTD Bus Hub in Incline Village from Agenda Item VI.A to Agenda Item VI.B.

I understand several residents sent in public comment to VI.A in error due to an error in the notification I sent out to our forum list.

Thank you for this courtesy.

Ronda Tycer, PhD
IVCB Community Forum Recap Editor



Outlook

Agenda Item VI.B

From Samuel Geoffrey Schladow <gschladow@ucdavis.edu>

Date Mon 12/1/2025 11:32 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

As a property owner in Incline Village I urge you to NOT got head with the bus hub at the OES property. There are far better, more community-oriented uses for that property.

S. Geoffrey Schladow, President Benodet LLC

DRAFT



Public Input for Agenda Item VI.A

From rondatycer@aol.com <rondatycer@aol.com>

Date Sat 11/29/2025 10:36 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

----- Forwarded message -----

Agenda Item VI.A

----- Forwarded Message -----

From: Joe Shaefer <joeshaefer@gmail.com>

To: "info@tahoetransportation.org" <info@tahoetransportation.org>

Sent: Friday, November 28, 2025 at 06:28:33 PM PST

Subject: Board meeting re Old Elementary School

As I, and most residents of Incline, have stated numerous times, a bus depot here is possibly the worst idea you could propose. The low income community around that area already have nowhere to park in winter and only the sides of the road in summer. Taking tourists to and fro only interrupts their ability to get to work. You are harming those who desperately need our help. That property could be a local community center, a place to learn English, a place to post jobs. Anything but a ferry service for wealthy tourists to park and ride. It will only encourage more to come to already-groaning beach and forest when they tell friends parking on 28 is no problem; just go all the way to Incline (thus saving virtually zero pollution) and park there.

Joseph L. Shaefer

Brigadier General, USAF, Ret.



Outlook

Public Comment for TTD Mtg Agenda Item VI.B

From rondatycer@aol.com <rondatycer@aol.com>

Date Mon 12/1/2025 11:48 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

RE: Incline Village Mobility Hub Project, Agenda Item VI.B

TO: TTD BOARD OF DIRECTORS

FROM: Ronda Tycer, PhD, IVCB Community Forum Recap Editor

For 6 years we IVCB residents have presented a united front against TTD building a large mobility hub parking lot at 771 Southwood Blvd. in Incline Village. Hundreds of residents have attended meetings and sent public comment, and thousands signed a change.org petition against such a hub.

We now make another plea to you TTD Directors asking again for you to find another way to accomplish your transportation goals that does not sacrifice the safety and integrity of our small village.

Over the years-in every meeting, at every opportunity-we have given you all the reasons why such a large busy parking lot at 771 Southwood Blvd will have negative impacts on almost everyone in Incline Village. You are well aware of all of our concerns.

From the beginning, we suggested alternative locations, the most constant being to expand and collaborate with the Washoe County Sheriff Office and Washoe Transportation Staging Area on Hwy 431. It is the location that makes the most sense. The building is in need of an overhaul. Alternatively, Washoe could relocate the WCSO offices to a different location entirely (as they have in the past), leaving the entire area at the current WCSO office available for a transit station perhaps with underground parking.

We have only residents to plead our case to the various agencies. So once again we residents are pleading with you TTD directors to listen to our well-considered suggestions and act on behalf of our community which has spoken and still speaks with one voice against a large parking lot and TTD Mobility hub at 771 Southwood Blvd.

Thank you again for your consideration of the well-being of our IVCB community while accomplishing TTD's goals.

Ronda Tycer

IVCB 34 year resident

Dec 3 2025 TTD public comment

From Aaron <renotahoesky@gmail.com>

Date Mon 12/1/2025 9:11 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Hello, This public comment is for Agenda Item VI.B

I live about 300 feet from the old elementary school. I am adamantly against a mobility hub at the site of the old elementary school.

In the past few years since this all started, I have talked to a lot of my neighbors around Oriole and Southwood and every single neighbor has also said they are against it. It does not benefit us at all. This is for tourists. We live in a workforce housing neighborhood where we all take our cars to our jobs because we carry tools and have around the clock schedules. This sort of public transit does not benefit us at all. This would only benefit tourists.

It also increases vehicle miles traveled because you are bringing tourists into the lowest income neighborhood for them to take free transportation to one of the most beautiful trails and beaches in the world. This attracts more tourists to drive here (more miles traveled) and just saves a couple miles drive from the actual location they are going to that they drive to anyway to first check for parking closer (more VMTs).

I have witness this many times where tourists will drive to Sand Harbor and East Shore trail first to check for parking that is more convenient before driving back here.

I have also documented and submitted ample evidence that tourists are continuously driving into HOA parking lots, doing illegal U-turns, and driving recklessly around crosswalks trying to make the bus on time even if there is another bus coming in a few minutes. We have little kids in this neighborhood playing and this is decreases safety.

I have documented increased amounts of trash during the temporary operation.

A mobility hub is a change of use from the elementary school that it used to be. This IS A CHANGE OF USE. A school has crossing guards, specific hours of operation, predictable noise, predictable locals and predictable specific time traffic flow. Unlike a bus hub that has strangers (tourists), late hours, unpredictable parking, excessive noise moments, constant busses and traffic flow.

This neighborhood continues to have parking issues and I have not heard a single proposal that would fix the parking here for residents. A bus hub only makes this worse because as soon as you charge for parking, then parking overflows onto streets and HOA parking. If you lock the parking lots after hours then you end up with the same. If you create free parking, you end up with even more abandoned cars as the lowest income tend to collect more vehicles. Abandoned vehicles can sit for years on Oriole Way. This is a fact and I have evidence of all of this.

Any parking also adds to light pollution because you need security lights therefore diminishing quality of life for residents even more.

Having a touristy bus hub next to us also increases the push for vacation rentals and short term rentals that further destroy housing affordability.

Woods creek is also a wildlife corridor as I have witnessed bobcats, coyotes, and bears frequently. Further congestion increases deadly encounters for these animals.

I could go on and on.

I SUPPORT bus stops and more frequent routes around the basin. I have tried to use public transit countless times but it doesn't stop at the hours I need or convenient enough for my job. I support a parking structure or more parking AT THE EAST SHORE TRAIL that caused this nightmare in the first place. This is the perfect example of if you build it, they (tourists) will come. If you build mobility hubs, "they" will come. I support a mobility hub at a location on the outskirts of town or outside of the basin so people don't have to drive to the basin in the first place. Building mobility hubs inside the basin is a joke. Not even tourists want to give up their cars, why would locals? I support selling the property for just about any other use that is not a mobility hub.

You can't say you looked at other locations and then call it a day. Real estate is an ever changing game as properties come up for sale and situations change. Just look at the old orbit station that is now going up on the market. No action must be taken. Sometimes no action is the better choice for now until something changes. If you have to take action, force Duffield to give up some land at the East Shore trail and form your mobility hub there! He owned how many hundreds of parcels in Tahoe? I and people like me are lucky to own or rent one and we don't want our neighborhood destroyed by a mobility hub.

Please sell the property

Sincerely
Aaron Vanderpool
806 Oriole Way



Outlook

buses

From Stephen Barney <bar7ney@gmail.com>

Date Mon 12/1/2025 2:26 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

No buses at OES please!

Stephen A. Barney

bar7ney@gmail.com

667 Tumbleweed Circle

Incline Village, NV 89451

775/832-5058 or

910/603-0588



Outlook

Agenda Item VI.B

From Helen Durfee <hdurf@aol.com>

Date Mon 12/1/2025 2:33 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Dear Crystal,

I DO NOT WANT a transportation hub in my town of Incline, especially at the OES site. If you must put it in Incline, move the Sherriff's station, near the round about, on 431, and put it there.

Thank you,
Helen Durfee
1085 Tiller Dr.
Incline Village, NV
530-277-3424



Agenda Item VI.B

From Pamela Tsigdinos <ptsigdinos@yahoo.com>

Date Mon 12/1/2025 2:53 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Dear Crystal and TTD Staff,

Please shared my email, below, with the relevant decision makers at the TTD and include my public comment in the public record.

I respectfully **object** to the former Incline Village Elementary School site being used as a transit mobility hub. There are many reasons the school site location is NOT an appropriate location. I would like to highlight three reasons for opposition: **danger to public safety; air pollution; and negative community impact.**

First, consider the very real possibility a need arises for an emergency or disaster exit from Incline Village. A transit mobility hub with an additional 300 to 350 vehicles and buses in the heart of Incline Village -- at one of the two busiest intersections in Incline Village -- would endanger public safety.

Emergency/disaster evacuation is already a major concern in Incline Village due to limited exit routes. The danger has *already* been elevated by the large number of vacation rentals and tourists they attract. (TRPA and the TTD know this well from Incline Village residents raising concerns about vacation rental traffic and in meetings on the Washoe Tahoe Area Plan). This location would attract up to 350 additional vehicles along with an even larger number of visitors who would not otherwise be in the middle of the village. **This presents deadly consequences for an emergency evacuation.** This is not sound disaster planning.

Second, a transit mobility hub at this location will lead to increased air pollution as non-electric vehicles idle on Highway 28 and inside the proposed site while waiting in line to get into and then out of the school site. Air quality and associated public health has already been negatively impacted due to prolonged fire seasons. Added associated vehicle pollution will only intensify respiratory problems for those who live nearby.

Third, the overflow of vehicles trying to reach a transit mobility hub at this location will inevitably spill onto Incline Village streets and the private parking lots of commercial establishments already at capacity in this town center. A transit hub anywhere in Incline Village's constrained geography would result in overflow parking problems from Highway 28 onto Incline Village's streets. This is extremely unfair to Incline Village residents as we are already overwhelmed by short-term rental traffic and increased day visitor vehicles.

More suitable locations have been recommended by community members in south Reno outside Incline Village, which unlike South Lake Tahoe is a predominantly residential community. These south Reno locations would make emergency exits from any parking lot for up to 350 vehicles **much safer for residents, businesses, and for visitors** because the alternative sites are at the outskirts of the Village, not in the center of town adjacent to the most densely packed residential area.

For these and other reasons, I strongly oppose the use of the school site for a transit mobility hub and ask that you evaluate and move forward with a location where the population density of those using a bus hug (aka Reno) would be most convenient for the riders and would improve public safety or reduce air pollution and community impacts. Thank you.

Pamela M. Tsigdinos,
Full-time Incline Village Resident

DRAFT



Outlook

Dec 3 2025 TTD public comment

From Steven Sesma <s_sezma@yahoo.com>

Date Mon 12/1/2025 3:54 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Hello, This public comment is for Agenda Item VI.B

I live about 1/4 a mile from the old elementary school. I am adamantly against a mobility hub at the site of the old elementary school.

This would only benefit tourists. It will increase vehicle miles traveled because you are bringing tourists into the lowest income neighborhood for them to take free transportation to one of the most beautiful trails and beaches in the world. This attracts more tourists to drive here (more miles traveled) and just saves a couple miles drive from the actual location they are going to that they drive to anyway to first check for parking closer (more VMTs).

A mobility hub is a change of use from the elementary school that it used to be. This IS A CHANGE OF USE. A school has crossing guards, specific hours of operation, predictable noise, predictable locals and predictable specific time traffic flow. Unlike a bus hub that has strangers (tourists), late hours, unpredictable parking, excessive noise moments, constant busses and traffic flow.

This neighborhood continues to have parking issues and I have not heard a single proposal that would fix the parking here for residents. A bus hub only makes this worse because as soon as you charge for parking, then parking overflows onto streets and HOA parking. If you lock the parking lots after hours then you end up with the same. If you create free parking, you end up with even more abandoned cars as the lowest income tend to collect more vehicles. Abandoned vehicles can sit for years on Oriole Way. This is a fact and I have evidence of all of this.

Any parking also adds to light pollution because you need security lights therefore diminishing quality of life for residents even more.

Having a touristy bus hub next to us also increases the push for vacation rentals and short term rentals that further destroy housing affordability.

Woods creek is also a wildlife corridor as I have witnessed bobcats, coyotes, and bears frequently. Further congestion increases deadly encounters for these animals.

I SUPPORT bus stops and more frequent routes around the basin. I have tried to use public transit countless times but it doesn't stop at the hours I need or convenient enough for my job. I support a parking structure or more parking AT THE EAST SHORE TRAIL that caused this nightmare in the first place. This is the perfect example of if you build it, they (tourists) will come. If you build mobility hubs, "they" will come. I support a mobility hub at a location on the outskirts of town or outside of the basin so people don't have to drive to the basin in the first place. Building mobility hubs inside the basin is a

joke. Not even tourists want to give up their cars, why would locals? I support selling the property for just about any other use that is not a mobility hub.

You can't say you looked at other locations and then call it a day. Real estate is an ever changing game as properties come up for sale and situations change. Just look at the old orbit station that is now going up on the market. No action must be taken. Sometimes no action is the better choice for now until something changes. If you have to take action, force Duffield to give up some land at the East Shore trail and form your mobility hub there! He owns how many hundreds of parcels in Tahoe? I and people like me are lucky to own or rent one and we don't want our neighborhood destroyed by a mobility hub.

Please sell the property

Sincerely
Steven Sesma
837 Southwood Blvd.



Outlook

Re Agenda Item VI. B.

From Judith Simon <judymike@mac.com>

Date Mon 12/1/2025 6:00 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Cc David Simon <drunner@simonlink.com>

I am opposed to locating any bus hub for Incline Village at the old Incline Elementary School. The reasons are well documented but briefly there is already a traffic problem in this location as well as apartment buildings across the street that house families with children. Please inform all the board members of my opposition.

Judy Simon

Judith Michaels Simon

Crystal Bay, NV 89402

judymike@mac.com



Outlook

BUS HUB!? Agenda Item VI.B

From Dianne Schmenk <dianneschmenk@gmail.com>

Date Mon 12/1/2025 6:35 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Crystal Muschetto:

There is not ONE good reason for supporting a smog spewing, traffic tangling, urban blight bus hub in central Incline Village. Now is the time to put this damaging idea to death once and for all. PLEASE let there be voices of reason in the darkness...

Dianne Schmenk
Tirol Drive, IV, NV

DRAFT



Outlook

No no Bus Terminal at old Elementary School location.

From Helen Abel <helenabel2@gmail.com>

Date Mon 12/1/2025 9:11 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

VI.B. NO BUS TERMINAL AT OLD ELEMENTARY SCHOOL. There are hundreds of children living in next few blocks that are in danger of getting hit. WE JUST HAD A FATALITY IN INCLINE ABOUT A BLOCK AWAY THAT KILLED. KILLED A MAN. We watch the tourist drive fast and dangerously around town and YOU WANT TO HAVE THEM TO DRIVE AND PARK IN THE MOST CONGESTED ARE OF INCLNE???? You obviously DONT LIVE HERE!

HELEN ABEL

PS In the summer we constantly hear cars crashing at my corner Southwood and Village.
Sent from my iPad



Outlook

Item VI B

From John Rogers <johncrogers@mac.com>

Date Mon 12/1/2025 9:50 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Cc John C Rogers <johncrogers@mac.com>

No transportation hub at the old elementary school! It is way too crowded already, too little space and hazardous to families and children who live in the area.

John Rogers

52 years an Incline resident

Sent from John's iPhone

Re: TTD Board Meeting Agenda Item VI.B, Public Comment in Opposition to the OES Site as a Mobility Hub

From Diane Heirshberg <dbheirshberg@gmail.com>

Date Tue 12/2/2025 9:57 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Please provide a copy to each of the TTD Board members.

Thank you.

Diane

On Tue, Dec 2, 2025 at 8:40AM Crystal Muschetto <cmuschetto@tahoetransportation.org> wrote:

I wanted to let you know that your comments have been received. Although the agenda has already been publicly posted, your feedback is appreciated and will be noted. Thank you for taking the time to share your thoughts.

Sincerely,
Crystal Muschetto



From: Diane Heirshberg <dbheirshberg@gmail.com>

Sent: Monday, December 1, 2025 11:39 AM

To: Crystal Muschetto <cmuschetto@tahoetransportation.org>

Subject: TTD Board Meeting Agenda Item VI.B, Public Comment in Opposition to the OES Site as a Mobility Hub

December 1, 2025

Please circulate my public comment below to the TTD Board Members and appropriate staff.

Dear Tahoe Transportation District Board and Staff,

I am writing and the Tahoe Transportation District ("TTD") Board and Staff to state that I **oppose the use of 771 Southwood Blvd** (formerly old elementary school, the "OES" site) **for a bus station**

and other mobility hub uses.

As you have no doubt heard, **the TART free public bus service in Incline Village and Crystal Bay has been stopped this December** due to a lack of funding, but continues in the California parts of the Lake which has funding. As you will hopefully recall there was a proposal to have a mobility hub in King's Beach, but the public officials in Kings Beach successfully had that mobility hub removed from the TTD plans. One question you must answer is since the TART bus continues to run in California but not in Nevada, why would a mobility hub to house the California buses be placed in Incline Village Nevada, rather than King's Beach, California.

BUT MOST IMPORTANTLY, WITH THE CONTINUAL PUBLIC OPPOSITION IN INCLINE VILLAGE, please consider the lengthy discussions of the public safety risks and the unsuitability of the site and all my prior opposition emails written beginning in August, 2021, which are in the public record at the TTD and incorporated hereat by this reference. The most important objections I have summarized below:

- This site is in the center of Incline Village ("IV"), and **will bring a tremendous amount of traffic into the center of IV**, rather than to the outskirts like the Tahoe City transportation does. This injures the traffic safety, traffic congestion, and parking issues in IV.
- This will cause **additional noise and danger of vehicle accidents to adjacent residents**, including children who live and play in the area. The Washoe County Transportation study of Incline Village found this to be the intersection with the most accidents already.
- This **site does not serve the best interests of IV, but instead addresses problems of other areas around the Lake, and it is unfair to IV**. The need for this was an improperly planned and marketed East Shore Trail without planning for adequate parking.
- There were a number of other sites proposed by local residents which were ignored by the TTD and even if those are not now available, other sites that are smaller and at the edges of town should be looked at. IfWC thinks a bus hub is necessary and a public good in IV, the WC yard at the intersection of highways 431 and 28 would be much better locations for IV.
- The zoning of this site on the Tahoe Area was changed from town center commercial to governmental use at a Washoe County Planning Commission hearing with no prior public notice or public input meetings with the public when the Tahoe Area Plan was presented.
- **THIS IS A CHANGE OF USE** from the previous use. This is not a use like that of an elementary school. It is a highly variable demand with a completely different kind of out of area clientele, and the traffic, parking and bus load will be constant.
- There is no way to control off-site parking. When the lot is full, out of town people will park in the adjacent residential and commercial areas.
- There will be an increase in litter, graffiti, and traffic.
- The use does not fit into the current zoning, of high-rise condominiums along Tahoe Blvd, with the tourists, who will use the buses, housed in STRs in the residences in hilly Incline, which will require the tourists to drive to the bus hub and park there.
- This is a wildlife corridor.
- There is **NO** evidence that this hub will reduce VMT or increases public transit. It will increase VMTs in IV! And the Tahoe City transportation parking lot is filled in the summer with people bringing kayaks and water toys to the Truckee River... not with people seeking transportation. Dismissing the lack of use of the Tahoe City hub as not relevant for this hub is ridiculous.

- It is extremely dangerous. Tourists and people rushing to get to the beach have been observed making multiple traffic infractions. Even under the best circumstances of future design and signage, this is going to be an issue.
- Just because the TTD got a good buy on the property does not justify putting the transportation hub there.
- The issues that are being studied are not the correct issues. You should be studying the adverse impacts on IV and how to address and mitigate them. IV is not here to serve the rest of Lake Tahoe. We are just the easiest location to cram down on since we have no one looking out for the best interests of IV residents and commuters.

I urge the Board to stop insisting on this site which would be such a burden and public safety risk to citizens of IV. The citizens would benefit from a bus stop, not a bus station. Please ask staff: Where are the numerical studies showing public transportation usage in IV. Who is using public transportation in IV?

I have attended **every public meeting on the OES site as a mobility hub**, many of the meetings of the **Incline Mobility Hub Committee** which was disbanded, and all of the **Incline Village Crystal Bay Citizen Advisory Board** meetings where the mobility hub was discussed (as one of the CAB members) and remind you that the **public response was almost unanimously against the OES site as a mobility hub**.

Thank you in advance for your consideration of the rights and interests of the IV community.

Diane Becker

Full time Incline Village resident

805-290-2779



Outlook

Lila Lapanja - TTD Board Meeting - Public Comment for item V1

From Lila Lapanja <lilalapanja@gmail.com>

Date Tue 12/2/2025 1:59 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Cc James Marino <jmarino@tahoetransportation.org>

 1 attachment (133 **KB**)

Tahoe Transportation District Proposal.docx.pdf;

Hello Crystal,

I would like to provide comment for the following item on tomorrow's agenda:

V1. Tahoe Transportation District (TTD) Business Items

Item B. Informational Update regarding 771 Southwood Blvd. property

"My name is Lila Lapanja and I am Incline's local professional ski racer with a passion for sports and engagement with people. I grew up in Incline and actually went to elementary school on this property! My vision for 777 Southwood is to repurpose this space into a center for learning and playing for the community and Tahoe region. Similar to an elevated athletic/academic facility and under the leadership of people who enjoy movement, learning and interacting with people, the programs, camps and/or workshops and design of the infrastructure would be engineered to create an inclusive, innovative, healthy and respectful culture and space in my hometown. I have considered how my plans would work in tandem with TTD's Northshore hub, and a long-term project would include the public in an interactive way. More information and the initial framework is provided in my proposal, which I have shared with the Clerk to the Board. Thank you very much for your time and interest. I would be honored to help build a legacy in Incline Village."

Crystal, I have attached my initial proposal with a general outline and statement to the board for your review. Jim Marino and I were in discussion about this over the summer, so he is aware of my pitch.

I will speak directly to the board if I can make the meeting tomorrow. However, I am traveling and unsure if I can attend at the allotted time.

Thank you very much!

Lila Lapanja
4x U.S. National Champion
(775) 560-6677

Lila Lapanja
P.O. Box 5515 Incline Village, NV 89450
lilalapanja@gmail.com

To Jim and the TTD Board:

My name is Lila Lapanja, and I am a locally-raised professional alpine ski racer. During my career as an athlete, I have won four National Championship titles and have competed on the World Cup for over a decade. I grew up racing and training on the slopes of Diamond Peak, and continue to collaborate with IVGID as Incline's hometown athlete while pursuing the 2026 Olympic Winter Games.

Growing up in Incline Village (and training and living there) I realize that, although I have access to many resources and facilities, Incline lacks a central organized hub where sport, education and fun come together - an enriching and encouraging environment that breeds healthy and motivated individuals.

My unconventional career path as an athlete has given me a distinctive set of skills. The resources, networking, organization, and sheer perseverance required to sustain this path taught me key management skills, and I gained invaluable knowledge and wisdom that I would like to transfer to a career beyond sport. Several parents, young athletes, and members of my community have expressed interest in what I can offer with my background. Incline is a town that I believe would strongly benefit from an elite athlete teaching and directing athletic and academic opportunities.

The vision is to create a center that offers numerous purposeful activity opportunities for people of various ages through potential programs, camps, and workshops-a place that helps individuals feel fulfilled by utilizing the experience from a local professional athlete. I care about acting on the desires of the Incline people to use this property and space for the betterment of the community and am proposing new options that would be sustainable, inclusive, and bring a respectful and inspiring culture to my hometown. I also believe my plans will work well in tandem with the transportation hub that TTD plans to build on 771 Southwood, as there are also considerations on how to include the public in an interactive way.

I went to school on this property as a little girl, and I envision creating something that will build off of the legacy of my generation's elementary school. Together, we can work to repurpose this space and create a new center for learning and playing.

Thank you so much for your consideration!

Sincerely,



Lila Lapanja

To: Tahoe Transportation District Board

From: Lila Lapanja

989 Tahoe Blvd. Unit 88

Incline Village, NV, 89451

21 July, 2025

Overview:

Currently TTD is building a transit hub with the intention to connect the North and South Shores of the greater Lake Tahoe area in order to provide a reliable and effective transportation system for the immediate community as well as the increasing tourist population. However, out of the 6.4 acres purchased, TTD will only need to use a total footprint of about 2 acres to fully realize their imagined, designed, and constructed hub. The land beyond TTD's design has been opened to other bids and options, including but not limited to: attainable housing for staff, a central park, generic gym facility, or a new sheriff station. Thus far, the board and local community have been unable to make a decision for how specifically to use the space.

In cooperation with Tahoe Transportation District (TTD), I, along with a team, intend to repurpose the remaining land currently owned by TTD for an Incline sports training/wellness facility that promotes the betterment of the community through athletics and education by offering a myriad of classes, camps, and workshops designed in a playful yet structured way that encourages the development of new skills and a sustainable and healthy approach to life and sport.

We would lease the land from TTD on contract independently, working in conjunction and cooperation as needed with IVGID and/or Washoe County School District, building and maintaining facilities to the utility and environmental standards necessary (ensuring LEED certified).

Framework:

Seeing a potential availability to provide holistic training and education opportunities to the citizens and travelers in the North Lake Tahoe region, the excess land owned by TTD would be utilized to create an enriching and educational learning/training center hub for older children/students and adults. The facility would encourage and instill happiness in-motion both physically and mentally.

The current acreage in dispute has physical structures that likely will need to be demolished. Infrastructure considerations for the allocated parcel (with proper permitting) are purposefully integrated facilities including:

- Recovery/physical therapy space
- Gymnastics trampolines and foam pits
- Track and field with turf
- Fully equipped gym
- Gymnasium/wrestling mats/yoga studio for land calisthenics
- Indoor/outdoor pool for water calisthenics
- Locker rooms/bathrooms
- Tennis/volleyball court
- Remaining land designed for agricultural and interactive public use

Potential operational plans may include:

- Run training programs/camps/workshops and instill athletic philosophy for athletes and adults aged 12 & up.
- Create a space where athletes can engage in supplemental training and have fun in a purposeful way through guidance from seasoned athletes/coaches.
- Offer classes that encourage STEM within the Washoe County School District's curriculum with the goal/objective to utilize FUN as a way to add educational value and craft holistic learning opportunities alongside sport.
- Serve as a base for seasonal athletic and educational offerings based on time of year (winter or summer).
- ▶ Excess space could be open seasonally (summer) to local and in-transit public (in the form of a small interpretive trail/botanical garden) for a small fee.

Conclusion:

By creating a fun and positive space with numerous purposeful activity options, programs, camps, and workshops could be not only designed to support the fulfillment of the body and mind of our people but also give our town an enriching sport-like sanctuary. This space would inspire physical, mental, and emotional well-being through engaging activities, connection with nature, sports, and education, with people who are committed to making the world a better place by harnessing the power of play.



Outlook

Public Opposition Comment TTD Board Mtg 12-3-25 Agenda Item VI.B.

From Doug Flaherty <tahoesierracleanair@gmail.com>

Date Tue 12/2/2025 2:20 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Cc James Marino <jmarino@tahoetransportation.org>; Tara Styer <tstyer@tahoetransportation.org>

 1 attachment (197 KB)

Public Comment Agda Itm VI. B. TTD Brd Mtg 12-3-25.pdf;

Dear TTD Staff and TTD Board Members:

Please make this email and attached Public Objection Comment letter part of the record and minutes in connection with TTD's December 3, 2025 Board meeting - **Agenda Item VI.B. ie: TAHOE TRANSPORTATION DISTRICT (TTD) For Possible Action: Informational Update Regarding 771 Southwood Boulevard, Incline Village**

This written Public Opposition Comment is being provided on behalf of TahoeCleanAir.org. All prior TahoeCleanAir.org comments that have been submitted to TTD over the last 60 months, in connection with the OES property being used as a mobility or bus hub, including those dated July 31, 2023; October 3, 2023; and March 4, 2025 are incorporated herein by reference.

Further Incorporation by Reference for the Administrative Record

In addition to my own comments, I hereby incorporate by reference all written and oral comments in connection with the December 3, 2025 TTD Board Meeting-Agenda Item VI.B. This includes all objections, expert submissions, technical reports, evacuation studies, environmental analyses, correspondence, and testimony submitted in writing or verbally by any member of the public, community organization, or technical expert concerning the Incline Village Mobility Hub, including any use of the property at 771 Southwood Blvd, Incline Village, NV for a mobility/bus hub. This incorporation includes, but is not limited to, wildfire evacuation analyses, cumulative impact comments, infrastructure and traffic analyses, legal objections, and all environmental threshold concerns. All such materials are incorporated for purposes of exhaustion of administrative remedies, and preservation of all claims in any potential litigation.

Sincerely,

Doug Flaherty, President (BIO NARRATIVE)

Tahoe Sierra Clean Air Coalition (DBA TahoeCleanAir.org)

A Nevada 501(c)(3) Non-Profit Corporation

Registered to do Business in California

Incline Village, NV

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.

DRAFT

December 12, 2025

**RE: Written Public Comment - TTD Board Meeting December 3, 2025 - Agenda Item VI. B.
TAHOE TRANSPORTATION DISTRICT (TTD) For Possible Action: Informational Update
Regarding 771 Southwood Boulevard, Incline Village, NV Property VIA**

cmuschetto@tahoetransportation.org

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

TTD = Tahoe Transportation District

FTA = Federal Transit Administration

NEPA= National Environmental Policy Act

EIS = Environmental Impact Statement

TRPA = Tahoe Regional Planning Agency

VMT = Vehicle Miles Traveled

Dear TTD Staff and TTD Board Members:

This written Public Opposition Comment is being provided on behalf of **TahoeCleanAir.org**. All prior TahoeCleanAir.org comments that have been submitted to TTD over the last 60 months, in connection with the OES property being used as a mobility or bus hub, including those dated July 31, 2023; October 3, 2023; and March 4, 2025 are incorporated herein by reference.

TahoeCleanAir.org opposes any TTD Board direction, approval, or further activity that involves the OES site at 771 Southwood Boulevard as a location for a mobility hub, parking facility, joint

development, transit-oriented development (TOD), or any other transit-related use, until a comprehensive, data-driven, FTA-related NEPA EIS is completed, circulated for public review, and formally adopted per NEPA requirements. This EIS must rigorously analyze the direct, indirect, and cumulative environmental, public safety, and wildfire evacuation impacts of the proposed development in the context of past, present, and reasonably foreseeable future North and East Shore transportation, recreation, and development projects over the last 13+ years. This includes environmental and public safety impact analyses from the recently approved 2015 Washoe County Tahoe Area Plan that adds significant increases in height, density, and coverage, including adverse impacts to the already public-peril roadway-capacity-constrained wildfire evacuation chokepoints of Incline Village and Crystal Bay Town Centers.

Under FTA's Public Transportation Agency Safety Plans (PTASP) regulation (49 CFR Part 673), TTD-as a recipient of federal funds under Section 5307 and other programs-must develop and implement an Agency Safety Plan (ASP) incorporating a Safety Management System (SMS) to identify, assess, and mitigate safety risks to transit users and workers, including through data-driven risk reduction programs and performance targets for accidents, injuries, and assaults. Based on new information and substantial evidence in the form of the October 2024 Independent Wildfire Evacuation Analysis [\[link\]](#) [\[OR TahoeCleanAir.org\]](#) (commissioned by TahoeCleanAir.org and showing up to 9-hour evacuation times for Incline Village in no-notice scenarios, This far exceeding the 6-Washoe County's 6-hour estimate) and the 2022 Washoe County Mass Care Plan itself[\[link\]](#), ignoring peak tourism volume and new East Shore trail and Sand Harbor user data).

Pages 65 - 68 of the Washoe Mass Care plan publicly states that Incline Village/Crystal Bay requires a minimum 6-hour evacuation under current conditions **and** warns that, "in a no-notice wildfire, "confusion and hysteria," vehicle breakdowns, and panic can make trips 6 to 10 times longer" - (Note: this means turning a 6-hour evacuation into 36 hrs. or more).

Therefore, Washoe County-as a local authority-as well as TTD and NDOT as local authorities bears the responsibility to provide up to date data analyzing the cumulative wildfire evacuation timing impacts on public safety users, which must be part of an EIS and TTD and NDOT must analyze this information as part of its SMS to ensure transit users are not stranded or endangered during emergencies.

The stated TTD reasons and need for a mobility center in the center of Incline Village are vague, arbitrary, highly controversial (consistent community public opposition comments), highly uncertain in both context and intensity, subjective, and opinionated without any supporting data whatsoever. The 9th Circuit Court of Appeals and other courts have warned government agencies against this type of baseless, opinionated foundation bias in order to achieve government projects in this manner.

For the reasons detailed below, TahoeCleanAir.org specifically opposes direction on any of the following options as connected with the OES site, as outlined in the December 3, 2025 staff report (pages 134-157) without an EIS.

- **Singular Development Project**
- **Joint Development Project**
- **Transit-Oriented Development (TOD)**

Proceeding with any of these options without a full EIS continues an illegal pattern of piecemeal approvals that violates NEPA, the TRPA Compact, and FTA requirements.

Key Reasons for Opposition

1. **Absence of Required Cumulative NEPA EIS & Flawed Original Process.** TTD admits NEPA review remains "incomplete." Advancing any OES option without a full EIS repeats the same deficiencies seen in the 2019 SR-28 Shared Use Path EA and the U.S. 50 East Shore Corridor

Management Plan - both of which failed to take the required "hard look" at cumulative impacts, including VMT threshold exceedances. As you may be aware, cumulative environmental effects occur when agencies enjoy the tyranny of impact on the environment which results from the incremental impact of their actions when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-federal) or person undertakes such action. Significant new circumstances and information since 2019 (increased wildfire frequency, higher tourism, new trail plans, area plan amendments, and the recently approved Washoe County Tahoe Area Plan that dramatically increases allowable building height, density, and coverage in the Incline Village Town Center, Wildfire Evacuation timing analysis and climate-amplified flood risks) mandate a joint cumulative EIS before any further action is taken concerning the OES use as a mobility hub. Further, per past correspondence with then FTA's Ted Matley and Graham Dollarhide of NDOT, the Categorical Exclusion (CE) and determination and protective property acquisition process between NDOT, the FTA, and the TTD was fundamentally flawed and therefore should be voided by the FTA. The FTA, NDOT, and the TTD individually and collectively failed to comply with § 1506.6 Public involvement requirements.

2. **Direct Threat to Lake Tahoe Clarity from Burnt Cedar Creek and Wood Creek**

Watersheds Stream Bank Instability. The staff report contains no BSTEM modeling or quantitative sediment analysis in connection with the Burnt Cedar Creek and Wood Creek Watersheds.

FEMA and Hydrologic Context: 50-Year, 25-Year, and Heavy Rain Events Are Frequent Threats in Incline Village historical events (1997 50-100-year flood, 1986 70-year flood, 2021 record atmospheric river, and recent heavy-rain overflows on nearby Wood Creek) demonstrate that 50-year, 25-year, and even intense short-duration storms routinely saturate

soils and cause flash flooding and mass failures in Incline Village's ephemeral SEZ streams like Burnt Cedar and Wood Creeks.

Burnt Cedar Creek originates on the Old Elementary School (OES) parcel itself (771 Southwood Blvd) and flows north-northwest ~¼ mile directly into Lake Tahoe just east of the Burnt Cedar Beach area.

Wood Creek originates only ~600-800 feet to the west of the OES site (in the area of Country Club Drive and Village Blvd) and flows parallel to Burnt Cedar Creek, entering Lake Tahoe just west of Incline Beach (near the old Hyatt beach access).

FEMA Zone X explicitly warns of shallow flooding and erosion risks from these frequent events. Stormwater BMPs routinely fail during such storms, delivering fines and nutrients directly to Lake Tahoe - risks never analyzed in the staff report.

3. **Proven Sensitivity of Burnt Cedar Creek and Wood Creek Watersheds - Mandatory**

Trigger for a Full NEPA EIS. The headwaters of Burnt Cedar Creek, an ephemeral stream that originates on the OES parcel itself and flows approximately ¼ mile directly into Lake Tahoe - exhibit the exact geomorphic and hydrologic characteristics that peer-reviewed USDA-ARS research has identified as highly susceptible to mass-failure sediment delivery in the Tahoe Basin (*Simon et al., 2009, JAWRA 45(1):170-186*). [\[link\]](#)

The staff report contains no BSTEM modeling or quantitative sediment analysis for the creek. FEMA and Hydrologic Context: 50-Year, 25-Year, and Heavy Rain Events Are Frequent Threats in Incline Village historical events (1997 50-100-year flood, 1986 70-year flood, 2021 record atmospheric river, and recent heavy-rain overflows on nearby Wood Creek) demonstrate that 50-year, 25-year, and even intense short-duration storms routinely saturate soils and cause flash flooding and mass failures in Incline Village's ephemeral SEZ streams like Burnt Cedar Creek. FEMA Zone X (shaded) at the OES explicitly warns of shallow flooding

and erosion risks from these frequent events. Stormwater BMPs routinely fail during such storms, delivering fines and nutrients directly to Lake Tahoe - risks never analyzed in the staff report.

Counter to the TTD claim that Burnt Cedar Creek is merely an "artifact" not mapped by TRPA as a Stream Environment Zone (SEZ): TRPA Code explicitly defines SEZs to include lands that owe their biological and physical characteristics to surface or groundwater - a definition that plainly encompasses this ephemeral drainage. Moreover, because this is an FTA-funded project, NEPA applies independently of TRPA mapping. Federal regulations require a full EIS when a project may cause substantial adverse change to a scientifically documented sensitive resource that contributes to lake clarity degradation (40 C.F.R. § 1508.27(b)(3); 23 C.F.R. § 771.117(a)). Burnt Cedar Creek meets that threshold under Simon et al. (2009).

4. Unmitigated Wildfire Evacuation and Public Safety Hazards.

The OES site lies at the critical edge of Incline Village's documented wildfire evacuation choke point - dense Town Center - a hazard now dramatically worsened by the recently approved Washoe County Tahoe Area Plan, which authorizes significantly greater building height, density, and coverage in the immediate vicinity.

Placing a year-round mobility hub (with 75 parking spaces, bus circulation, EV charging, and potential mixed-use development) on top of these already-approved increases will further compound human and roadway overcapacity, lengthen evacuation times, and strand transit users and the public during a wildfire or flood event - directly violating TTD's FTA-mandated safety obligations under the Public Transportation Agency Safety Plans (PTASP) regulation (49 CFR Part 673) and the National Public Transportation Safety Plan.

No updated, data-driven, roadway-by-roadway evacuation or risk analysis has ever been performed that incorporates:

- Density increases from the new Washoe County Tahoe Area Plan,
- October 2024 Independent Wildfire Evacuation Analysis showing up to 9-hour no-notice evacuation times or
- the outdated Incline Village 6-hour wildfire evacuation projections in the 2022 Washoe County Mass Care Plan.

TTD's continued reliance on the deficient 2022 screening criteria - which still refuse to include a true Environmental Impact Score or a re-labeled and prioritized Public Safety Score (elevated to the top of the list) - demonstrates a deliberate avoidance of quantifying these life-safety risks, in clear contravention of FTA's Safety Management System requirements.

The project remains highly controversial. High public controversy is itself an intensity factor requiring preparation of an EIS under NEPA (40 CFR § 1508.27(b)(4)).

This combination of unmitigated wildfire evacuation peril, flood risk, and transit-user stranding constitutes a significant adverse public safety impact that TTD has never analyzed and cannot lawfully ignore.

4. **Continued Reliance on Deficient 2022 Screening Criteria & Broader Cumulative Impacts.**

The eight screening criteria formally published by the TTD remain subjective, arbitrary, capricious, and biased toward the OES. TTD still refuses to include an Environmental Impact Score or a Public Safety Score that would quantify risks to Burnt Cedar Creek, cumulative VMT, wildfire evacuation timing, safety hazards to adjacent dense workforce housing apartment building, or flood hazards, all under the new Washoe County Tahoe Area Plan increased densities. The proposed hub will cause increased human/parking capacity, air pollution, fine-sediment loading, polluted runoff, noise, vibration, congestion, VMT, delayed evacuations, and degradation of community enjoyment and well-being - all significant adverse cumulative impacts.

5. **FTA Compliance and Financial Risk Advancing any option without an EIS.** This jeopardizes FTA Section 5339 funds and risks repayment, audits, and penalties for non-compliance with PTASP safety mandates. The site was acquired and partially funded with FTA Section 5339 dollars that require continuing transit control and completed NEPA review. Advancing joint development or TOD without an EIS jeopardizes the \$2.7 million demolition grant and risks repayment of the original acquisition funds, while non-compliance with PTASP safety mandates could trigger FTA audits and penalties for failing to protect transit users amid proven evacuation perils.

Conclusion and Requested Action

Until the EIS is completed and adopted, no further planning, design, funding, or partnerships involving 771 Southwood Boulevard may legally or responsibly proceed.

TahoeCleanAir.org urges the Board to reject all staff-report options that involve the OES site and instead direct staff to:

- Immediately initiate a full FTA-related NEPA EIS that includes BSTEM modeling of Burnt Cedar Creek, cumulative VMT analysis, wildfire evacuation modeling, and hydrologic analysis of 50-year, 25-year, and heavy-rain flood risks; and
- Explore only non-OES alternative sites. Immediately initiate a full FTA-related NEPA EIS that includes BSTEM modeling of Burnt Cedar Creek (per Simon et al., 2009), cumulative VMT analysis, and wildfire evacuation modeling incorporating the recently approved Washoe County Tahoe Area Plan, the October 2024 Independent Wildfire Evacuation Analysis, and updated data from Washoe County's Mass Care Plan; and
- Explore only non-OES alternative sites, ensuring alignment with FTA PTASP requirements for transit user safety.

Thank you for your consideration.

Sincerely,
Doug Flaherty, President
Tahoe Sierra Clean Air Coalition (OBA TahoeCleanAir.org)
A Nevada 501(c)(3) Non-Profit Corporation

Reference:

Simon, A., Pollen-Bankhead, N., Mahacek, V., & Langendoen, E. (2009). Quantifying Reductions of Mass-Failure Frequency and Sediment Loadings from Streambanks Using Toe Protection and Other Means: Lake Tahoe, United States. *Journal of the American Water Resources Association*, 45(1), 170-186.
<https://doi.org/10.1111/j.1752-1688.2008.00268.x>

Helen Neff
PO Box 5647
Incline Village, NV 89450
hneff9@earthlink.net / 775-560-4299

Date: December 2, 2025

TO: Tahoe Transportation District Board of Directors

RE: Agenda Item #VI-B Informational Update Regarding 771 Southwood Boulevard

Dear TTD Board of Directors,

In regards to the options for the OES property at 771 Southwood, the fourth proposal in the Board Packet makes the most sense: dispose of the TTD property to a local jurisdiction so it can be used in partnership with a non-profit to develop urgently needed affordable workforce housing. This is a practical, community-focused use of public land that directly addresses one of the most pressing challenges in our community.

The site already includes a transit stop on SR28 which could be upgraded, but development of the parcel should **not** include parking for out-of-region visitors. Adding visitor parking only encourages more vehicle use in the Tahoe Basin, which conflicts with transportation safety, congestion-reduction, and environmental goals. Parking should be limited to residents of the housing development, ensuring the project supports local workers rather than expanding private vehicle access for visitors.

If TTD needs space for transit vehicles, an agreement with Washoe County could allow buses and vans to be parked at the Sheriff's facility. Charging infrastructure can be installed there for TTD's use, avoiding the need to place large-scale parking or fleet facilities in the Incline Village Town Center.

This approach advances multiple objectives at once:

- Provides affordable housing for local workers.
- Supports transit by upgrading the current bus stop.
- Protects air/lake quality, promotes road safety and reduces congestion by not encouraging more vehicle use.
- Uses public land efficiently without expanding parking that contradicts regional mobility goals.

I urge the Board to approve the property disposition and enable this partnership. It is a responsible, forward-looking decision that will benefit both the workforce and the broader Tahoe community. Thank you.

Public Comment - Agenda Item VI.B. 771 Southwood Boulevard, Incline Village

From kathie julian <kathiejulian@gmail.com>

Date Tue 12/2/2025 3:56 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Cc James Marino <jmarino@tahoetransportation.org>

Dear Board Members:

I am a full-time resident of Incline Village and a strong supporter of affordable housing for our local workforce.

After reviewing the consultants report, I am struck how it understates and ignores the strong community opposition to the use of the OES site as a parking area and large scale transit hub for the Tahoe Basin.

The Consultant's report also ignores the serious problems such an ambitious plan would present to our community given that Southwood and SR 28 is among the most congested areas in Incline Village. The OES site is close to the Post Office and Postal Express where some 70% of Incline residents have their mail delivered and travel there everyday (thus the congestion). The OES site is adjacent to the stores that largely service our Latino community who live at 786 Southwood. The construction of a parking area for tourists and bus hub for the Basin would pose serious pedestrian safety risks to families residing in the apartment complex directly across from the site. (And please don't argue that these families would benefit from the buses located so near to them. These folks need their vehicles to access their work places, carry their tools/supplies, and transport their families. These folks are NOT white collar office commuters.)

Of the four options the Consultant's report presents, please seriously consider option 4 to transfer the land to a local body which in turn could work with non-profits and commercial interests as may be feasible to develop more affordable rental housing suitable for our local workers.

Of course, a housing complex could include a more robust transit area, but not parking spaces for out of basin tourists. A better place for such tourist parking would be SR431 at the roundabout - or at Northstar and Mt. Rose during the summer months. This could provide charging and other services. And it keeps the congestion further from our town center. We should try to capture that traffic before our town centers, and ideally before the Basin.

For your consideration.

Kathie M. Julian
PO Box 5477
Incline Village, NV 89450
(415) 646-5413

DRAFT

Public Comment Agenda Item VI.B OES Incline

From jacquie chandler <sustaintahoe@gmail.com>

Date Tue 12/2/2025 5:19 PM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Cc Ronda Tyce Phd <rondatyce@aol.com>; Doug Flaherty <tahoesierracleanair@gmail.com>; Jeff Cowen <jcowen@trpa.gov>; Julie Regan <jregan@trpa.gov>

PUBLIC COMMENT - OPPOSITION TO PROPOSED TRANSIT CENTER AT OLD ELEMENTARY SCHOOL (OES) SITE

Submitted by:

Jacquie Chandler, Founder & Executive Director, Sustain Tahoe
Advancing Geotourism & Stewardship-Based Access to Lake Tahoe

Chair and Members of the Board,

I am submitting this comment in **strong opposition** to the proposed Transit Center at the Old Elementary School (OES) site at Southwood and Hwy 28/Tahoe Blvd.

As the Founder and Executive Director of **Sustain Tahoe**, my mission for the past two decades has been to support **visitor access, environmental stewardship, and resident quality of life** through the adoption of **Geotourism; tourism that enhances the place and does not harm it.**

For this reason, Sustain Tahoe has long supported transit solutions that are **free, frequent, and fun**, moving people around the Lake without the burden of individual vehicles.

We strongly support transit. We *do not support* placing a Transit Center in a location that undermines both visitor experience and community well-being.

1. The OES Site Is a Superfund Hazard and Not Appropriate for a Transit Hub

The former Elementary School building still standing on the lot contains **asbestos**, a known toxic material.

It remains unremediated.

It has not been safely removed.

Placing a high-use public facility - especially one intended to attract visitors, seniors, families, and workers, **on a contaminated site is irresponsible and unsafe.**

2. This Location Creates Congestion Rather Than Solving It

The OES site sits in **one of Incline's most crowded residential neighborhoods**, with:

- Limited parking
- Narrow access roads
- Existing safety issues for pedestrians and cyclists
- Heavy peak-season traffic on Hwy 28

Adding **bus congestion**, queuing, circulation, and staff parking in this area works **against** the intent of transit.

Instead of reducing traffic, it **moves congestion into the heart of a neighborhood** and away from where visitors actually want to go.

3. This Location Does Not Serve Visitor Needs or Reduce Vehicle Miles

Visitors are not looking for a transit center in the middle of Incline. They are trying to reach:

- **East Shore Trail / Tunnel Creek Station**
- **Chimney Beach**
- **Sand Harbor**
- **Spooner Lake**

Asking travelers to drive **all the way into Incline Village**, park **more than a mile away**, and then take a bus **back to the very place they passed on the way in** is **poor planning** and does not reduce congestion.

This simply **relocates** the parking problem... it does **not solve it!!!**

4. Better Locations Exist and Support Real East Shore Transit Relief

Spooner Lake (primary)

A transit center at Spooner allows visitors coming from:

- **Carson City**
- **South Lake**

to **avoid driving into the basin altogether**.

It places them at the perfect starting point for accessing the East Shore corridor.

Above the Roundabout / Police Station Area (secondary)

This site offers:

- parking not adding to hwy 28 congestion for people coming from Reno
- existing agency presence
- safer ingress/egress
- less impact on residents

5. A Smart Use for OES: Transit Support + Housing for the Workforce That Runs It

Instead of a Transit Center, the OES property could serve the community far better by becoming:

- **Transit offices**
- **North Shore bus storage and maintenance**
- **A simple stop**, not a major hub
- **Workforce housing prioritized for bus drivers and transit staff**

This aligns incentives:

- Bus drivers live near where the buses are stored.
- Transit agencies have stable staffing.
- Local housing shortages ease.
- Neighborhood impacts remain manageable.

This kind of integrated solution is consistent with Geotourism and modern workforce needs.

6. The Lake Needs a Comprehensive Lakewide Transit System -- Not a Misplaced Center

If we truly want to reduce traffic and protect Lake Tahoe:

- Buses must be at stops **every 15 minutes**, daily, year-round.
- Routes must connect to; **Reno, Carson City, South Lake, and the East Shore.**
- Visitors must be able to **arrive in the basin without cars.**
- Transit must go where people want to go; **Tunnel Creek, Sand Harbor, Chimney Beach, Spooner Lake.**

Only then does transit become effective for reducing congestion, emissions, and shoreline impacts.

Conclusion

Yes -- **we support transit.**

We support transit that enhances visitor experience, protects residents, and reduces the human footprint on Lake Tahoe.

But **this proposal does the opposite.**

The OES site:

- is **contaminated**
- negatively impacts residents
- adds congestion instead of reducing it
- fails to serve visitor needs
- ignores safer, more effective locations

I urge you to **reject this location** and redirect planning toward **Spooner Lake** and the **upper roundabout/police station area**, while repurposing the OES site for **support services and transit-related workforce housing.**

This approach serves **everyone**; visitors, locals, and the Lake.

Respectfully submitted,

Jacquie Chandler

Founder & Executive Director, Sustain Tahoe

Jacquie Chandler

Executive Director Sustain Tahoe

[LinkedIn](#) [Website](#) [TEDx Speaker](#) [Sing with Nature](#)

"Only those who see the invisible will do the impossible"

PO 3206, Incline Village, NV 89450

775 413-9211

[EI.ALO - Earth Rangers Unite](#)

...Walk Softly...Respect Wildlife...Share Gratitude

TTD use of OES Protest

From Doug Graham <grahamdj58@gmail.com>

Date Sat 11/29/2025 10:52 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

I disapprove of the TTD intended use of the OES as a Transportation Hub.....largely because:

- > TTD has demonstrated NO MEANINGFUL comparative assessment of other potential locations (such as close to the Raley Center)
- > OES location adjacent to apartment Complexes with many children (with 1 child killed by traffic there as evidence of the safety risk !!) .

Doug Graham

IV Resident

Re: **NO MOBILITY HUB AT OES.**

From Davia Hoeffcker <thedavia@gmail.com>

Date Wed 12/3/2025 11:55 AM

To Crystal Muschetto <cmuschetto@tahoetransportation.org>

Thank you.

From: Crystal Muschetto <cmuschetto@tahoetransportation.org>

Sent: Wednesday, December 3, 2025 9:44 AM

To: Davia Hoeffcker <thedavia@gmail.com>

Subject: Re: NO MOBILITY HUB AT OES.

Your comment has been received.

Thank you
Crystal



CRYSTAL MUSCHETTO

executive assistant/clerk to the board



775-589-5500



cmuschetto@tahoetransportation.org



P.O. Box 499, Zephyr Cove, NV 89448



www.tahoetransportation.org

From: Davia Hoeffecker <thedavia@gmail.com>

Sent: Tuesday, December 2, 2025 12:17 PM

To: Crystal Muschetto <cmuschetto@tahoetransportation.org>

Subject: Re: NO MOBILITY HUB AT OES.

Dear Crystal,

I have been a resident of Incline Village up on Tyner Way for two plus years and have learned about the project of putting in a bus station on Southwood. I would have interest to know if a transportation or road study was done on this street and area, and or why was the closed elementary school chosen as a possible site?

I am concerned because Southwood is such a busy street and intersection with this street being a main road to and from the post office, grocery outlet, and other businesses. It is always busy. The road is narrow, and people park their cars on both sides of the road, making visibility difficult. It is very difficult to see pedestrians crossing the road in this area, especially in winter when snow is piled high on both sides of the street.

I am very concerned for the potential of accidents and safety of children and pedestrians in general, that putting a bus station here at this location may cause.

Thank you,

Mrs. Davia Hoeffecker

John Hoeffecker

830 Tyner Way

Incline Village, NV 89451

The board resumed discussion regarding the disposition of the 771 Southwood Boulevard property. The chair noted interest from the local jurisdiction to explore a potential partnership with Washoe County for workforce housing, including the possibility of co-locating with the sheriff's office. Staff was directed to allow Washoe County the time to assess this option, with a target of presenting findings at the April 1st Board meeting.

Board members discussed conducting preparatory work concurrently, including obtaining a property appraisal and completing the Phase 2 report, to ensure the board has the necessary information regardless of the county's decision. It was suggested that staff provide monthly updates to the board on the progress of the county's review.

Motion: Direct staff to analyze the impacts of disposing of the 771 Southwood Boulevard, Incline Village, NV property through either a sale or a transfer to a local jurisdiction, to be presented to the board for consideration at the April 1st Board meeting, providing staff time to prepare information and Washoe County the opportunity to assess its capabilities.

Moved by: Mr. Proctor

Seconded by: Ms. Bagwell

Vote: Passed, with Mr. Speal and Mr. Robbins opposed.

VII. STANDING REPORT ON TTD, TART, AND LAKE LINK RIDERSHIP NUMBERS

Mr. Marino provided an update on transit ridership across TTD services, including TPD, Lake Link, TART, and Basin-wide operations. Overall, fixed-route ridership increased 32.5% in October, while Link, TART, and Park Connect services experienced slight decreases. Year-over-year, total basin-wide transit ridership increased by 7.7%. Staff offered to answer any questions from the board or the public.

VIII. EXECUTIVE DIRECTOR REPORT AND AGENDA CALENDAR CHECK

Mr. Marino thanked TRPA for recent Regional Grant Program awards, including \$3.2 million for the Sand Harbor Thunderbird Cove project, \$1 million to support free transit service, \$540,000 for the Emerald Bay pilot program, and \$193,000 to subsidize evening transit service.

IX. BOARD MEMBER REQUESTS AND COMMENTS

Board members discussed long-term transit planning for the corridor, including potential new routes and connections to Reno, with staff to determine appropriate timing for further discussion. Staff noted ongoing coordination with NDOT regarding safety improvements in Incline Village. It was also reported that TART Connect Zone 3 service in Crystal Bay will cease operations as of December 11 due to lack of sustainable funding, despite ongoing efforts to secure alternative funding sources.

X. PUBLIC INTEREST COMMENTS

Brooke Laine, TTD partner, said she wanted to thank TRPA for their support of the Emerald Bay Pilot Project and the Regional Grant Program funding. She also expressed appreciation to TTD for stepping in at the last minute to serve as the

lead agency for receiving the grant. She noted there are still questions to be addressed moving forward but thanked everyone for supporting the pilot project.

XI. ADJOURNMENT

The meeting adjourned at 6:20 p.m.

Respectfully Submitted:

*Crystal Muschetto
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

Pursuant to Open Meeting Law requirements, this meeting was recorded in its entirety via Zoom. Any member of the public wishing to review the recording or obtain a copy of the meeting minutes may contact Crystal Muschetto, Clerk to the Board, at (775) 589-5502.