



Incline Village/Crystal Bay Citizen Advisory Board

Minutes of the regular meeting of the Incline Village/Crystal Bay Citizen Advisory Board held on January 26, 2026, at 5:30 P.M. Incline Village Library (845 Alder Ave. Incline Village, NV 89451)

1. CALL TO ORDER/ DETERMINATION OF QUORUM

PRESENT - Mark Sasway, Chris Wood, Diane Becker, Roxanna Dunn, Denise Davis

ABSENT – Kevin Lyons, Jody Wright

2. PLEDGE OF ALLEGIANCE

The pledge of allegiance was recited

3. GENERAL PUBLIC COMMENT

Denise Davis raised two items during public comment. First, she noted confusion about eligibility for the Washoe Senior Ride program, explaining that the RTC website indicates the service is limited to Reno and Sparks residents, while the Washoe County website states it is available to all Washoe County residents. She said she had emailed Commissioner Hill about the discrepancy but did not see a clear response addressing that specific question. Second, she shared a community update that the CERT training academy began in January, with another session planned for April, and encouraged residents to participate. Finally, she suggested that the County consider recording or broadcasting America 250 programs on the Washoe County website so residents who cannot attend the morning events in person can still take part in the 250th anniversary celebrations.

4. ANNOUNCEMENTS FROM COMMISSIONER HILL

*This item came towards the end item #7.

Alexis Hill provided an update on the former elementary school site, aiming to clear up misinformation circulating in the community. She explained that at a December meeting, the Tahoe Transportation District (TTD) board directed staff to explore a potential partnership with Washoe County to evaluate workforce housing as a possible use for the property. She shared that conversations have begun with the Reno Housing Authority, which will discuss the concept with its board. If there is interest, the proposal would move forward through a formal public process, including public hearings, before any development decisions are made. Hill noted that no final determination has been made yet and that she is awaiting further direction from the Reno Housing Authority. Hill emphasized that the community will be kept informed as discussions progress. She added that if workforce housing is ultimately not pursued, the matter would return to the TTD board to consider other options, which could include a different public use or leasing or selling the property.

Roxanna Dunn asked Commissioner Alexis Hill whether she was available to take questions and, given limited time, inquired about the timing of the Reno Housing Authority board meeting related

to the former elementary school site. Roxanna also asked whether community members who support the workforce housing concept would be able to attend that meeting and provide public comment. In response, Hill said a meeting date has not yet been set but is anticipated in February or March. She committed to sharing the date with Roxanna as soon as it is confirmed so the information can be widely communicated and residents can attend and participate in the public process. Roxanna Dunn thanked Commissioner Alexis Hill and requested that the CAB receive monthly updates on the former elementary school site until the issue returns to the Tahoe Transportation District for consideration. She also shared her view that selling one of the area's few remaining pieces of public land would be a significant loss. In response, Hill agreed with the concern and affirmed her commitment to keeping the property in public ownership. She stated she has advocated for the site to remain in public hands and will continue to do so and acknowledged the request for ongoing updates.

Denise Davis thanked Commissioner Alexis Hill for advocating to remove the Advisory Planning Commission (APC) appointment from the consent calendar at a recent board meeting, allowing for fuller discussion. In response, Hill expressed appreciation and noted that she is also continuing to advocate for micro transit funding, committing to keep the community informed as those efforts move forward.

5. BOARD MEMBER ANNOUNCEMENTS/REQUESTS/DISCUSSION -

Diane Becker explained that the selection for the TRPA Advisory Planning Commission position was delayed due to a lack of public notice for the opening, and that Washoe County is now accepting resumes and applications. She emphasized the importance of having representation from Incline Village or Crystal Bay on the advisory planning board, noting the depth of qualified local candidates. Becker encouraged residents to check the Washoe County website and consider applying, citing past strong representation by Judy Simon, which helped ensure local interests were brought before the commission.

Chris Wood shared several upcoming Tahoe Regional Planning Agency (TRPA) meetings and milestones. He noted that the TRPA Governing Board will meet Wednesday at 10:30 a.m., with a staff presentation at 9 a.m. on proposed threshold standards related to forest health and water quality, and that the meeting will be available online. He also highlighted that following the Jan. 28 meeting, TRPA will issue a Notice of Preparation for an Environmental Impact Statement focused on policies to improve housing affordability, encouraging the public to watch for the notice and stay engaged. Wood added that the TRPA Advisory Planning Commission will hold its first meeting of the year on Feb. 11. He noted that this is the Commission that was just discussed that the IVCB community should have a local representative on. He then added that the state Legislature's oversight committee on TRPA will meet again Feb. 27 to review the Environmental Improvement Program, forest health, wildfire prevention and evacuation.

Roxanna Dunn provided an update on the evacuation study, noting it has been underway since July and that modeling has been completed and a vendor selected. She said that in December she and Diane Becker met with Washoe County Emergency Management Director, Kelly Echeverria, several fire department staff and Sheriff office representatives to review maps of Incline Village and Crystal Bay and discuss proposed draft evacuation zones. Dunn emphasized that the zones are preliminary and will be refined through further analysis. She added that Kelly Echeverria had volunteered to

attend CAB meetings to provide updates and, while unable to attend this meeting, is expected to do so in February.

Diane Becker asked how the Sheriff's Office would manage evacuations given the many intersections that could experience gridlock. She questioned whether enough deputies would be available for traffic control and door-to-door notifications, whether staff would be brought in from outside Incline Village, and how involved the Sheriff's Office is in identifying and planning for the most critical intersections. Lt. Nick Tone responded that although only four deputies are assigned to Incline Village at any given time, the Washoe County Sheriff's Office has more than 500 fully trained sworn deputies countywide who can be mobilized during a large-scale evacuation. He explained that detention operations can be secured to free staff, deputies can be transported from other parts of the county, and mutual aid agreements allow assistance from Reno and Sparks police departments. Tone said evacuations would be managed through coordinated planning, with deputies handling traffic control, door-to-door notifications supported by CERT and search and rescue volunteers, and Nevada Highway Patrol managing highway traffic, drawing on lessons learned from past incidents such as the Davis Fire. Diane Becker acknowledged that this answered half of her questions and raised concerns about how emergency response would be handled, specifically questioning how prepared law enforcement would be and how much advance planning the Sheriff's Office is involved in. Drawing on her experience in Ventura County, where agencies regularly coordinated during wildfire events, she emphasized the importance of having responders who are deeply familiar with the local geography, so evacuations and responses are pre-planned rather than reactive. In response, Nick Tone explained that the Sheriff's Office is actively involved in planning and coordination efforts, including participation in evacuation drills and related studies. He noted that the department has supervisors and sergeants with long-standing experience in the Incline area, providing strong geographic and "beat" knowledge. This local familiarity ensures that emergency responses are led by personnel who know the area well and can operate effectively during incidents.

6. PUBLIC SAFETY UPDATES

Washoe County Sheriff's Office

Lt. Nick Tone shared his background with the Washoe County Sheriff's Office, noting six years of service in Incline Village as a deputy and sergeant and his current role as a watch commander in Reno, with oversight in Incline during late-night hours. He provided a snapshot of agency workload, citing more than 7,500 calls for service countywide in December, handled by relatively small teams covering a very large geographic area. He highlighted the Sheriff's Office's use of drones as a mission-driven public safety tool, including search-and-rescue efforts, monitoring illegal dumping and shooting, assisting with arson investigations, and improving officer and public safety by providing real-time situational awareness. He emphasized that drones are operated by FAA-certified deputies, not autonomous or AI-driven systems. Lt. Tone also explained how residents can best contact the Washoe County Sheriff's Office, recommending 311 for non-emergency county concerns that need routing to the right department, and WashoSheriff.com as a direct option for traffic complaints, tips, feedback on deputy interactions, and other issues.

Diane Becker raised concerns about safety issues related to e-bikes and other motorized bikes, particularly during the busy summer months. She noted a lack of rider training, frequent speeding,

and near-accidents, and asked whether the Sheriff's Office is considering enforcement measures such as citations for unsafe behavior, in addition to education efforts that may not reach seasonal visitors.

In response, the Sheriff's Office explained that enforcement authority already exists and is being used. Deputies can cite e-bike and bicycle riders for speeding and other violations, and more serious actions such as reckless riding can be enforced when behavior shows wanton disregard for public safety. Deputies are trained in e-bike classifications and applicable laws, and county code changes are beginning to provide stronger enforcement tools. The agency emphasized that it is data-driven and deploys resources based on complaints, with Lakeshore Boulevard receiving focused attention due to higher volumes of e-bike issues. Residents were encouraged to report concerns through the non-emergency number (775-328-9276) so complaints can be tracked and used to guide enforcement and staffing decisions by the Washoe County Sheriff's Office.

Mark Sasway asked if the drones flown by the Sheriff's office are visually identifiable as WCSO drones? Seargent Tone responded that the Sheriff's Office uses several types of drones, which vary in size and visibility depending on their purpose. Some are smaller, while others, such as the larger Matrice drones, are designed to operate in inclement weather like wind, rain, or snow. Smaller, more tactical drones may also be used for specific operations, including indoor deployments. He noted that most drones residents see in the air will not be easily distinguishable as law enforcement drones, aside from required FAA lighting such as blinking red and green lights. Seargent Tone added that the Sheriff's Office is open to additional outreach and offered to arrange for a drone operator to attend a CAB meeting to explain the program in more detail and answer questions directly.

Chris Wood asked whether Sheriff's Office drones can be launched directly from Incline Village or if they must be deployed from Reno, and how quickly a drone could be available during an emergency such as a missing child. In response, Seargent Tone explained that the Sheriff's Office is in the early stages of deploying a Drone as First Responder (DFR) program, which uses remotely operated drones housed in secure rooftop boxes on buildings such as the jail. These drones can be launched almost immediately from a computer without waiting for personnel to arrive on scene. While it is not yet confirmed whether a DFR unit will be installed in Incline Village, the long-term plan is to expand the program across the county. They also noted that each shift currently has deputies equipped with drones in their vehicles, allowing drones to be launched locally once a deputy arrives at a safe, FAA-compliant location. If a drone is not already in Incline, response time is based on drive time. If a DFR unit were installed locally in the future, launch time could be reduced to seconds.

North Lake Tahoe Fire Protection District

No NLTFPD representative present, so no updates.

7. TRPA FEDERAL TRANSPORTATION IMPORVEMENT PROGRAM (FTIP) PROCESS OVERVIEW

Michelle Glickert, the Transportation Planning Director of the Tahoe Regional Planning Agency, presented explained that the transportation team at the Tahoe Regional Planning Agency is focused on a long-term, coordinated vision for transportation in the Tahoe Basin. That vision is anchored in Connections 2050, TRPA's Regional Transportation Plan, which serves as the overarching

framework guiding transportation priorities for the next 20 years and is updated every four years to allow adjustments over time. She noted that the Regional Transportation Plan is supported by several model and strategy plans, including Vision Zero and the Active Transportation Plan, as well as locally developed plans such as the Washoe County Tahoe Transportation Plan and the SR 28 Corridor Management Plan. Together, these plans emphasize environmental protection, improved water quality, reduced reliance on personal vehicles, and safer travel for all users. Ms. Glickert emphasized that all transportation planning efforts include public outreach through surveys, CAB engagement, and TRPA Governing Board discussions. She also highlighted the importance of regional alignment, noting that TRPA's work is coordinated with local partners and the statewide One Nevada Transportation Plan to ensure shared goals, consistent priorities, and effective implementation.

Nick Haven explained his role managing the Transportation Improvement Program at the Tahoe Regional Planning Agency, which focuses on moving projects identified in the Regional Transportation Plan from vision to implementation. He emphasized that TRPA does not build projects; instead, it works with local agencies such as Washoe County and state partners like NDOT to advocate for community priorities and elevate projects into capital improvement and investment plans where funding decisions are made. He outlined how transportation projects in the Tahoe Basin rely on a patchwork of funding sources, including federal, state, local, and discretionary grants, which often require competitive applications. TRPA helps coordinate these efforts by identifying funding opportunities, supporting partner agencies, and centralizing information through the Federal Transportation Improvement Program (FTIP), a four-year tracking document that shows which projects are funded, advancing, or still need additional resources. Haven also described TRPA's regional grant program, administered every two years as part of its role as the Metropolitan Planning Organization. About \$11–11.5 million is available each cycle for distribution to implementing agencies through a competitive solicitation process aligned with Regional Transportation Plan goals. He noted that in the most recent cycle, no Washoe County projects were funded because none were submitted, underscoring the importance of elevating local priorities and ensuring projects are brought forward for funding consideration.

Kevin Verre, who oversees planning for the Nevada Department of Transportation, appeared at the meeting and explained NDOT's long-range One Nevada Transportation Plan, launched in 2018 to better use data to guide funding and project decisions statewide. The plan is built around six goal areas: enhancing safety, preserving infrastructure, optimizing mobility, transforming economies, fostering sustainability, and connecting communities. These goals help NDOT prioritize where limited transportation dollars are spent. Verre described how numerous planning studies, especially in the Tahoe Basin generate recommendations, but only some can advance due to funding constraints. NDOT uses the One Nevada prioritization process to compare needs across the entire state, including Washoe County, Clark County, and rural Nevada, and to determine which projects provide the greatest benefit relative to cost. Projects move through a long pipeline that includes planning, environmental review, funding decisions, and eventually construction. He emphasized that NDOT does not have a simple "request a project" form. Instead, local and regional plans drive priorities, and NDOT works to funnel those plan recommendations into implementable projects. Verre encouraged communities to use adopted plans, safety data, and coordinated advocacy to elevate priorities. He noted that while NDOT tries to incorporate safety and multimodal

improvements when doing preservation work such as pavement projects on state route resources are limited, making targeted advocacy and alignment with adopted plans especially important.

Roxanna Dunn asked what improvements are currently being pursued under the SR 28 Corridor Plan, focusing on active projects rather than funding mechanisms. In response, Kevin Verre explained that while the Tahoe Transportation District is the lead agency, several SR 28 projects are already underway or partially funded. These include new and extended trail segments from Sand Harbor past Thunderbird Cove, continuing toward Spooner Summit and the intersection of state Routes 50 and 28. He also highlighted a mobility hub and aquatic invasive species inspection station planned near Spooner, just north of the SR 50/SR 28 intersection. Additional improvements include parking expansions at Tunnel Creek and the development or relocation of multiple parking areas along SR 28 to move unsafe shoulder parking off the highway. These consolidated parking lots, such as those serving Chimney Beach and the Spooner area, are intended to support expanded no-parking zones along the corridor and improve overall safety. Verre noted that shuttle and transportation connections linking these parking facilities along SR 28 are also part of the plan, helping reduce congestion and safety issues, particularly near Tunnel Creek.

Diane Becker expressed frustration that the Washoe–Tahoe Transportation Plan, which required significant time and community involvement to develop, has not resulted in visible projects due to funding limitations. She asked whether the plan has been formally presented to agency partners and whether any of its local, safety-focused recommendations are being actively considered for funding and implementation. She also asked how community members who worked on the plan could directly engage with agencies to keep those priorities moving forward. In response, Kevin Verre explained that the plan has been received and is being reviewed, but its recommendations are treated as identified *needs* rather than ready-to-build projects. Those needs must be evaluated, supported with data, and prioritized through NDOT's statewide One Nevada process, which balances limited resources against demands across the entire state. He emphasized that NDOT often looks for opportunities to bundle local safety improvements into larger preservation or pavement projects when feasible. Verre acknowledged the quality of the Washoe–Tahoe plan and noted that NDOT is refining how it extracts actionable data from such plans, including building a georeferenced database tied to specific corridors like SR 28 and SR 50. Both Verre and agency partners encouraged continued advocacy to keep the plan's priorities visible with Washoe County, NDOT, and regional boards as funding opportunities arise.

Denise Davis raised two questions: whether the U.S. Forest Service plans to close parking lots during the winter, and how gas taxes are structured and allocated. Kevin Verre explained that gas taxes come from three sources: a county-indexed fuel tax in Washoe County that adjusts with price changes and helps fund local transportation projects; a fixed state gas tax; and a fixed federal gas tax. The state and federal portions are each about 17 cents per gallon and do not fluctuate with fuel prices. The federal gas tax supports the Highway Trust Fund, which provides formula funding for transportation, including transit. Verre noted that these fixed taxes no longer generate sufficient revenue to meet current transportation needs, which is why counties like Washoe and Clark have indexed their local gas taxes.

Chair Dunn took a quick poll to determine how many attendees still had questions, both in the room and online, to gauge how much time should be devoted to further discussion. She then explained that Commissioner Alexis Hill, who was no longer on the call, had planned to provide an informal update on the status of the former elementary school site. Roxanna shared that the Tahoe Transportation District had previously decided not to pursue the site as a mobility hub. Commissioner Hill has since expressed interest in exploring whether Washoe County could acquire the property, with a potential transfer timeline extending through April. Roxanna noted she has asked for regular updates at CAB meetings and explained that, if acquired, the site could potentially be repurposed for much-needed workforce housing in the Incline area.

Veronica Arbonino asked whether the planned parking lots along SR 28 would require paid parking, expressing concern that parking fees may be contributing to unsafe roadside parking because some visitors cannot afford the cost. She emphasized that lake access should remain equitable and accessible to everyone. In response, it was explained that decisions about parking fees have not yet been finalized and would be determined by the Tahoe Transportation District through its Park Tahoe program. The issue was identified as an important topic for future CAB discussion, and residents were encouraged to monitor Tahoe Transportation District board meetings and Park Tahoe deliberations to stay informed and provide input as those decisions move forward.

Steve Russ asked for guidance on how CAB members should best communicate with agencies, noting that the key contact list includes multiple contacts across several agencies and could be confusing. He requested help prioritizing who to contact first, so community concerns are routed efficiently and reach the right decision-makers. In response, Nick Haven explained that Washoe County should generally be included in any correspondence related to transportation projects within its jurisdiction, particularly those tied to the Washoe County Transportation Plan or issues the county could address directly. For projects and safety improvements along SR 28, he advised contacting the Nevada Department of Transportation, as NDOT is responsible for state highways. Haven added that the Tahoe Regional Planning Agency serves primarily as a resource to support advocacy rather than a project builder. TRPA can help identify discretionary funding opportunities, provide data and planning documents to strengthen requests, and track project funding status through the Federal Transportation Improvement Program. He concluded that CAB members are welcome to reach out to TRPA staff for help navigating funding status and next steps.

Michelle Glickert noted that the Washoe County–Tahoe Transportation Plan includes a detailed table of projects that also identifies partner agencies for each project. This helps clarify which organization such as the Tahoe Transportation District, Washoe County, or the Nevada Department of Transportation is likely responsible for implementation and where community members should begin their outreach. She added that TRPA uses these project listings to help guide stakeholders in the right direction and encouraged CAB members to reach out with questions. Glickert emphasized her willingness to follow up directly and help walk through the plan in more detail, particularly regarding recently completed elements of the Washoe–Tahoe transportation planning effort.

*The CAB briefly went to item #4 for a discussion.

Helen Neff shared a deeply personal account of being seriously injured while crossing State Route 28 five years ago and described her continued frustration after four years of advocating for pedestrian and bicycle safety with little visible progress. She expressed discouragement that multiple adopted plans: Connections 2050, Vision Zero, the Active Transportation Plan, and the Washoe County Transportation Plan—have not yet translated into on-the-ground safety improvements. Neff emphasized that SR 28 functions as Incline Village’s main street, where speeding is common, and argued that relatively low-cost measures such as reduced speed limits, leading pedestrian intervals, four-way pedestrian crossings, protected bike lanes, and fewer driveways could significantly improve safety. She also questioned why the Tahoe region’s MPO does not appear to deliver projects the way RTC does in Reno and asked who is ultimately responsible for implementing safety improvements on SR 28. In response, Kevin Verre acknowledged her concerns and agreed that state highways serving as main streets present common and difficult challenges statewide. He explained that safety improvements on SR 28 are most likely to be implemented in conjunction with a planned NDOT preservation and rehabilitation project on the corridor, which can serve as a trigger to incorporate lower-cost safety enhancements. Verre encouraged continued direct communication and advocacy, noting that NDOT’s Statewide Transportation Improvement Program (STIP) governs how federal dollars are programmed. He emphasized that safety is NDOT’s top priority and affirmed the agency’s willingness to work with the community to identify opportunities to improve conditions on SR 28 so it can function more safely for pedestrians, cyclists, and drivers.

Roxanna Dunn sought clarification on whether a major “upgrade” project is planned for State Route 28, noting some confusion about the scope and intent of the work. In response, Kevin Verre explained that NDOT is planning a **preservation project** for SR 28, focused on maintaining the pavement in good condition rather than widening or redesigning the roadway. He described it as a significant investment—estimated at \$30–\$40 million for resurfacing—typically completed within the existing right-of-way to avoid delays tied to property acquisition or utility relocation. The project is anticipated to be programmed around 2028–2030, with construction timing dependent on funding, weather windows, and coordination with work on other routes such as SR 50. Verre emphasized that this preservation project is viewed as a key opportunity, or catalyst, to incorporate relatively low-cost safety improvements along SR 28. More complex changes that require right-of-way acquisition or utility relocation can add years to project timelines, so NDOT aims to focus on safety enhancements that can be delivered efficiently alongside the pavement work.

Diane Becker asked whether the planned rehabilitation of State Route 28 could include more durable striping solutions, such as recessed or below-grade striping recommended in the transportation plan, to address the recurring problem of lane markings being worn away, especially during winter conditions and snow removal. In response, Kevin Verre acknowledged that loss of striping on SR 28 is a persistent issue and said those treatments could potentially be considered as part of the rehabilitation project. He cautioned, however, that recessed striping can perform poorly under snowplow operations and may create long-term maintenance challenges. Verre emphasized that any solution must balance safety benefits with ongoing maintenance realities, including staffing constraints and the difficulty of retaining maintenance crews.

Roxanna Dunn asked for a clear timeline and engagement window for the planned State Route 28 preservation project, targeted for 2029 or 2030. She wanted to understand when community input would be timely, when decisions would become final, and how the CAB could work with NDOT to incorporate specific safety improvements identified in local plans before it is too late to influence the project. Kevin Verre explained that the SR 28 effort is a pavement preservation project and that not all desired improvements can be added without risking delays caused by right-of-way acquisition or utility relocations, which could push construction back several years. He emphasized the importance of starting conversations early to review the Washoe County Transportation Plan and the SR 28 corridor plan to identify which safety elements are feasible to include without delaying the project. Verre suggested focusing on practical, low-cost safety measures that can be added during routine preservation work and noted that SR 28 will continue to receive maintenance every five to ten years, creating recurring opportunities to add improvements over time. Roxanna proposed forming a small working group to review the plans and meet with Kevin Verre. Verre agreed with the proposal, encouraged early coordination, and committed to reviewing the project limits and continuing discussions with the community to identify safety improvements that can realistically be incorporated.

8. NEIGHBORHOOD DEVELOPMENT HUB & OTHER ENGAGEMENT OPPORTUNITIES -

Roxanna Dunn apologized for not mentioning the evacuation survey earlier and reminded the group that the evacuation study currently has an active public survey. She encouraged everyone to complete it, noting that while the survey can be a bit difficult to find, it allows residents to identify danger spots and provide important input. Roxanna emphasized the importance of broad community participation to ensure all voices are heard. She noted that the survey deadline has been extended, likely to late March, and asked staff to help locate and display the survey link for attendees. Roxanna then transitioned the meeting to the next agenda item, highlighting the Neighborhood Development Hub and other ongoing community engagement opportunities.

Alexandra Wilson confirmed she would locate and share the link to the evacuation study survey for the group so attendees could easily access and complete it. Toward the end of her remarks, her connection cut out, interrupting the discussion before she could continue.

Roxanna Dunn announced that at the next CAB meeting, the new county manager, Kate Thomas, will be attending to answer questions from the community. She noted that while such visits often focus on broad county accomplishments, this meeting will provide an opportunity for Incline Village residents to engage directly and raise local issues.

Lt. Nick Tone introduced Sergeant Troy Meyer as his partner and explained a temporary change in Sheriff's Office representation at CAB meetings. He noted that while Sergeant McCaskill typically handles most CABs, Lt. Tone often supports those efforts but will be away for about three months. During that time, his team of sergeants, including Sgt. Meyer, will cover CAB meetings across Washoe County. Lt. Tone assured members that Sgt. Meyer and the team will be able to address questions, provide data, and ensure continuity of support while he is away.

Alexandra Wilson rejoined the meeting after briefly losing her internet connection and resumed her presentation. She explained how the Neighborhood Development Hub displays individual projects, including the developer, project details, affected districts, and meeting dates. She noted that residents can submit feedback through the platform even if they are unable to attend meetings in person or online. She invited questions about the Neighborhood Development Hub and then transitioned the discussion to boards and commissions, noting that there is currently an open position available.

Helen Neff highlighted an upcoming meeting, available both in person and via Zoom, that will consider a proposed Development Code change related to housing affordability. She explained that the proposal would allow affordable units to be sold without income restrictions after five years, while rental units would remain subject to affordability requirements for 30 years. Neff raised concern that this could mean deed-restricted for-sale housing would only remain affordable for a short period, which she said could have significant implications for Incline Village given ongoing and future housing developments under TRPA and Washoe County regulations. Drawing on past experience with ADU and Phase 2 approvals, she emphasized that Tahoe communities are often required to follow both TRPA and Washoe County rules, sometimes with limited opportunity for local input. She urged interested residents to attend the meeting and ask for clarification directly from county staff about how the deed restriction provisions would apply, noting that multiple voices seeking clarity would be helpful and important.

Kathy Julian asked for specific details about the meeting where a proposed Development Code change could allow deed-restricted for-sale housing to be sold at market rates after five years. She emphasized the seriousness of the issue for workforce housing in Incline Village and requested the date, time, access links, and clarification on whether the proposal would apply locally. In response, Alexandra Wilson explained that there are two opportunities to participate in the neighborhood development meeting. One is a fully virtual meeting on Wednesday, January 28, from 5 to 6 p.m. The second is an in-person meeting on Thursday, January 29, at the Washoe County Commission Chambers on Ninth Street. She noted that both meetings are listed on the Neighborhood Development Hub and the Washoe County website and offered to post the link in the chat. Wilson added that because the meeting is occurring soon, a full CAB update would come later, but planning staff assigned to the item are available to answer questions, and a follow-up update can be provided at a future meeting. She also explained that any subsequent hearings before the Planning Commission or Board of County Commissioners have not yet been scheduled, as those steps come after the neighborhood meeting. Julian asked whether the proposal stems from state law, and Wilson said she could not confirm that at the moment. Julian requested that the Zoom link and context be shared on Nextdoor, particularly highlighting the potential resale issue, and Wilson agreed to help with that.

Chris Wood asked whether a staff report already exists for the proposed Development Code change related to affordable housing, or whether one would be prepared later in the process. He also asked about the role of planning staff working on the proposal. In response, Alexandra Wilson explained that a staff report is not prepared until after the neighborhood development meeting, because public comments and requests from that meeting are incorporated into the report before it goes to a governing body. After the neighborhood meeting, the item becomes a formal application that can be

tracked on the Washoe County applications page, where residents can see its status in the planning process. Wilson noted that the affordable housing density bonus item is currently scheduled to be heard by the Planning Commission on March 3, 2026, at which point a full staff report and supporting documents will be available. She also explained that residents can contact the assigned planner directly with questions and can access Planning Commission agendas, staff reports, and public feedback through the commission's meetings page.

Alexandra Wilson provided an update on an open position on the Tahoe Regional Planning Agency Advisory Planning Commission. She explained that the vacancy is currently open for applications and that a formal notice will be sent out the following morning so interested residents will receive it directly.

Wilson outlined that applicants are preferably residents of the Lake Tahoe Basin, though this requirement can be waived by the Board of County Commissioners under the Bi-State Compact. The appointment would begin in March, when the current term ends, and run for two years, with the possibility of reappointment. She noted that applications are due by February 9 at 5 p.m. and can be submitted online or in printed form by contacting the Commissioner Support team.

Alexandra Wilson walked through Washoe County's Engage platform and explained how residents can use it to get involved and provide input. She noted that the site includes several engagement areas, such as community input, budget information, and emergency management. She highlighted that the SWIFT Exit Evacuation Study is housed under the emergency management section, where residents can find project details, track the current phase, and complete the evacuation survey. The survey includes an interactive mapping tool that allows users to identify bottlenecks, safety issues, and other areas of concern based on local knowledge. Wilson encouraged participation, noted that additional options such as an ideas board and discussion topics are also available, and said she would share the link in the chat.

9. GENERAL PUBLIC COMMENT

There was no public comment.

10. APPROVAL OF THE MINUTES

Diane Becker moved to approve the minutes from the October 27, 2025, and November 24, 2025, Incline Village/ Crystal Bay CAB meetings. Roxanna Dunn seconded the motion and the minutes were approved unanimously.

ADJOURNMENT- The meeting adjourned at 7:12 p.m.