

**From:** Nick Maiocco <nickvine4@gmail.com>  
**Sent:** 10/22/2022 3:05:24 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** Agenda Item 3

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Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Nicholas Maiocco**  
Appellant

**From:** Aaron Vanderpool <avanderpool@ucdavis.edu>  
**Sent:** 10/22/2022 1:38:04 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** Dear TRPA Staff

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Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3)** Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

Aaron Vanderpool  
Appellant

PS: This is to formalize permission I already gave her to speak on my behalf for this issue. And I do believe all other appellants have as well.

**From:** Stephen Barney <bar7ney@gmail.com>  
**Sent:** 10/22/2022 9:27:54 AM  
**To:** Alexis Hill <AHill@washoecounty.us>; Bud Hicks <ajhicks@Mcdonaldcarano.com>; Ashley Conrad-Saydah <ashleyc@alumni.princeton.edu>; Belinda Faustinos <belindafastinos@gmail.com>; Barbara Cegavske <bkegavske@sos.nv.gov>; bosfive@edcgov.us <bosfive@edcgov.us>; Cindy.Gustafson <cindygustafson@placer.ca.gov>; Hayley Williamson <hayley.a.williamson@gmail.com>; jdiss.trpa@gmail.com <jdiss.trpa@gmail.com>; John Friedrich <jfriedrich@cityofslt.us>; John Hester <jhester@trpa.gov>; Bill Yeates <jwytrpa@gmail.com>; Katherine Huston <khuston@trpa.gov>; Jim Lawrence <lawrence@dcnr.nv.gov>; Marja Ambler <mambler@trpa.gov>; Shelly Aldean <shellyaldean@gmail.com>; Vince Hoenigman <vhoenigman@yahoo.com>; Wesley Rice <wrice@douglasnv.us>  
**Subject:** ESE Transit Station

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We are among the hundreds of Incline Village residents who firmly oppose the proposes ESE Transit Station.  
Stephen and Cherry Barney  
667 Tumbleweed Station

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Stephen A. Barney  
[bar7ney@gmail.com](mailto:bar7ney@gmail.com)  
667 Tumbleweed Circle  
Incline Village, NV 89451  
775/832-5058 or  
910/603-0588

**From:** R Myles Riner <mriner@comcast.net>  
**Sent:** 10/22/2022 2:31:34 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** October 26, 2022 legal committee meeting re Tycer

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Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3)** Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Also, I fully agree with Ms. Tycer that:

- 1 - The ESE transit station is an inappropriate use for the surrounding area
- 2 - The ESE transit station will be detrimental to surrounding property
- 3 - The Hearings Officer ignored comments from residents
- 4 - TTD did not do a comprehensive traffic analysis before permitting the ESE to operate
- 5 - TTD argued the ESE was applying for a permit to "continue prior use" of the OES even though the prior 8 years of use was un-permitted and illegal
- 6 - The Initial Environmental Checklist that showed no cumulative effect of impacts was filled out in 2014, and was not accurate.

Sincerely,

**Robert Myles Riner, MD, FACEP**

Appellant

[mriner@comcast.net](mailto:mriner@comcast.net)

**From:** Collin Harris <collin.harris@gmail.com>  
**Sent:** 10/22/2022 1:53:34 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** permission for Ronda Tycer

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Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Collin Harris**  
**584 Pinto Ct, Incline Village, NV 89451**  
**775-240-8370**

Appellant

**From:** Nancy L Porten <nancyporten@gmail.com>  
**Sent:** 10/22/2022 5:52:52 PM  
**To:** rondatyce@aol.com <rondatyce@aol.com>; John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>;  
Marja Ambler <mambler@trpa.gov>  
**Subject:** Permission to Speak on My Behalf Regarding Community Appeal

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Dear TRPA Staff,

I hereby give my permission for Ronda Tyce to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERS2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Nancy Porten,**  
Appellant

**From:** mlkennedy1@charter.net <mlkennedy1@charter.net>  
**Sent:** 10/22/2022 2:15:20 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** Permission to speak re: Legal Committee Agenda Item 3 Appeal

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Dear TRPA Staff,

I hereby give my permission for Ronda Tyser to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

Mary Lou Kennedy  
Appellant

**From:** Lenty Hagen <lenty\_hagen@sbcglobal.net>  
**Sent:** 10/22/2022 7:44:53 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** Re: Appeal

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Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

Helenty E. Hagen (Appellant)  
929 Northwood Blvd.#4  
Incline Village,NV89450



**From:** Jill <jbrandin@charter.net>  
**Sent:** 10/22/2022 1:48:07 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Cc:** rondatyce@aol.com <rondatyce@aol.com>;  
**Subject:** TRPA File ERSP2021-0673

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Dear TRPA Staff,

I hereby give my permission for Ronda Tyce to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3)** Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Jill Brandin**  
**818 Toni Ct.**  
**Incline Village, NV 89451**  
Appellant

**From:** Durian Pingree <durpingree@gmail.com>  
**Sent:** 10/22/2022 1:51:18 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Cc:** rondatyce@aol.com <rondatyce@aol.com>;  
**Subject:** TRPA File ERSP2021-0673

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Dear TRPA Staff,

I hereby give my permission for Ronda Tyce to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3)** Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard, Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Durian Pingree**  
**818 Toni Ct.**  
**Incline Village**  
**NV. 89451**  
Appellant

Durian Pingree

[durpingree@gmail.com](mailto:durpingree@gmail.com)

**From:** Jill Brandin <jillbrandin@gmail.com>  
**Sent:** 10/22/2022 1:48:58 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Cc:** rondatycer@aol.com <rondatycer@aol.com>;  
**Subject:** TRPA File ERSP2021-0673

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Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3)** Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Jill Brandin**  
**818 Toni Ct.**  
**Incline Village, NV 89451**  
Appellant

Jill Brandin  
775-846-3273

**From:** Pamela Tsigdinos <ptsigdinos@yahoo.com>  
**Sent:** 10/22/2022 2:40:38 PM  
**To:** Marja Ambler <mambler@trpa.gov>; John Marshall <jmarshall@trpa.gov>; John Hester <jhester@trpa.gov>  
**Subject:** TRPA Legal Committee meeting 10/26/22 re: Agenda Item 3

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Dear TRPA Staff,

I hereby give my permission for Ronda Tyser to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,  
Pamela Mahoney Tsigdinos  
Full-time Resident  
1080 Oxen Road  
Incline Village, NV 89451

**From:** Svata <sk8rs@charter.net>  
**Sent:** 10/22/2022 2:29:20 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** TRPA October 26, 2022 Legal Committee meeting Agenda Item 3

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[jhester@trpa.gov](mailto:jhester@trpa.gov)  
[jmarshall@trpa.gov](mailto:jmarshall@trpa.gov)  
[Mambler@trpa.org](mailto:Mambler@trpa.org)

Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Svata Trossen**  
Appellant

Full Time Resident  
1461 Glarus Court  
Incline Village, NV 89451

**From:** donovanassocinc@aol.com <donovanassocinc@aol.com>  
**Sent:** 10/23/2022 8:21:38 PM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** [BULK]

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Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3)** Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Greg Donovan**  
Appellant

Greg P. Donovan  
Donovan & Associates, Inc,  
P.O. Box 5503  
Incline Village, Nevada 89450  
Nevada License S.0065830  
775-225-2880 Mobile, 775-831-2061 Office

**From:** Doug Flaherty <tahoeblue365@gmail.com>  
**Sent:** 10/23/2022 6:38:35 AM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Cc:** rondatyce@aol.com <rondatyce@aol.com>;  
**Subject:** Agenda Item 3 - TRPA Legal Committee 10-26-22

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Dear TRPA Staff,

I hereby give my permission for Ronda Tyce to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201-02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,  
Doug Flaherty  
Appellant

**From:** Shirley Roxburgh <shirleyroxburgh@earthlink.net>  
**Sent:** 10/23/2022 7:18:56 AM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Cc:** rondatyce@aol.com <rondatyce@aol.com>;  
**Subject:** Agenda Item Three

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Dear TRPA Staff,

I hereby give my permission for Ronda Tyce to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting (Agenda Item 3) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673): 771 Southwood Boulevard and 915 Northwood Boulevard, Incline Village, Washoe County, Nevada: Assessor's Parcel Numbers 132-201-02 and 132-012-05: TRPA File No. ADMIN2022-0027.

Sincerely,  
Shirley Roxburgh  
Appellant



**From:** Heather Williams <heather@stanfordwealth.com>  
**Sent:** 10/23/2022 11:17:39 AM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** TRPA File #ERSP2021-0673

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Dear TRPA Staff,

I hereby give my permission for Ronda Tyser to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting (**Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Heather Williams,**  
Appellant

**From:** Joe Shaefer <joe@jlshaefer.com>  
**Sent:** 10/23/2022 11:19:13 AM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** TRPA File #ERSP2021-0673

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Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting (**Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201-02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

**Joseph L. Shaefer,**  
Appellant

**From:** Alexander Tsigdinos <alex@bluechairgroup.com>  
**Sent:** 10/23/2022 9:02:45 AM  
**To:** John Marshall <jmarshall@trpa.gov>; John Hester <jhester@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** TRPA Legal Committee meeting 10/26/22 re: Agenda Item 3

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TRPA Staff,

Ronda Tycer has my permission to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201-02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,  
Alex Tsigdinos  
Full-time Resident  
1080 Oxen Road  
Incline Village, NV 89451

**From:** Ina Haupt <Ina.Haupt@premiertahoe.com>  
**Sent:** 10/24/2022 10:26:15 AM  
**To:** Marja Ambler <mambler@trpa.gov>  
**Subject:** Community Group Appeal

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Dear TRPA Staff,

I have repeatedly made my views clear, but unfortunately, I do not believe that the community interests matter. TRPA is driving (!) this issue which is unfortunately political. It is trying to force people into a public bus system

which will do nothing to solve problems but instead increase them multifold.

I hereby give my permission for Ronda Tyser to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022, Legal Committee meeting

**Agenda Item 3)** Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673).

771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Thank you.

Ina Haupt

*Ina Haupt*

*Real Estate Broker*

*Premier Properties of Lake Tahoe*

*NV B.0047350.INDV / B.0005585.CORP*

Tel **775 833 0444**

Cell **775 742 9255**

Email [\*ina.haupt@premiertahoe.com\*](mailto:ina.haupt@premiertahoe.com)

[\*www.premiertahoe.com\*](http://www.premiertahoe.com)

**From:** Kerry Donovan <kdonovan@chaseinternational.com>  
**Sent:** 10/24/2022 9:35:04 AM  
**To:** John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** FW: Need your permission to speak on Wednesday re Transportation hub

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Dear TRPA Staff,

I hereby give my permission for Ronda Tycer to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3**) Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201-02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

Kerry Donovan (Appellant)

**please send the email to:**

[jhester@trpa.gov](mailto:jhester@trpa.gov)  
[jmarshall@trpa.gov](mailto:jmarshall@trpa.gov)  
[Mambler@trpa.org](mailto:Mambler@trpa.org)

**From:** Diane Heirshberg <dbheirshberg@gmail.com>  
**Sent:** 10/24/2022 9:29:56 AM  
**To:** Marja Ambler <mambler@trpa.gov>  
**Subject:** Fwd: Opposition to Mobility Hub at the Old Incline Elementary School;  
**Attachments:** [TTD Board 3.12.21.docx](#)

Dear Maria,

Please make this a part of the public record of both hearings that are occurring this Wednesday, October 26, 2022 on the ESE Mobility Hub Site.

Also, in case any of the email addresses I used are incorrect, please forward this to the Legal Committee and Governing Board members.

Thank you,

Best,

Diane Becker

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

**From:** Diane Heirshberg <dbheirshberg@gmail.com>  
**Date:** Mon, Oct 24, 2022 at 9:23 AM  
**Subject:** Opposition to Mobility Hub at the Old Incline Elementary School;  
**To:** Hill, Alexis <[AHill@washoecounty.gov](mailto:AHill@washoecounty.gov)>, Bud Hicks <[ajhicks@mcdonaldcarano.com](mailto:ajhicks@mcdonaldcarano.com)>, Ashley <[ashleyc@alumni.princeton.edu](mailto:ashleyc@alumni.princeton.edu)>, Belinda Faustinos <[belindafaustinos@gmail.com](mailto:belindafaustinos@gmail.com)>, Barbara Cegavske <[bkcegavske@sos.nv.gov](mailto:bkcegavske@sos.nv.gov)>, Sue Novasel <[hosfive@edcgov.us](mailto:hosfive@edcgov.us)>, Cindy Gustafson <[cindygustafson@placer.ca.gov](mailto:cindygustafson@placer.ca.gov)>, Hailey Williamson <[hayley.a.williamson@gmail.com](mailto:hayley.a.williamson@gmail.com)>, [jdis.trpa@gmail.com](mailto:jdis.trpa@gmail.com) <[jdis.trpa@gmail.com](mailto:jdis.trpa@gmail.com)>, John Friedrich <[jfriedrich@cityofsit.us](mailto:jfriedrich@cityofsit.us)>, Bill Yates <[jwytrpa@gmail.com](mailto:jwytrpa@gmail.com)>, <[khuston@trpa.gov](mailto:khuston@trpa.gov)>, <[jhester@trpa.org](mailto:jhester@trpa.org)>, <[jhester@trpa.gov](mailto:jhester@trpa.gov)>, James <[lawrence@dcnr.nv.gov](mailto:lawrence@dcnr.nv.gov)>, Maria <[mambler@trpa.gov](mailto:mambler@trpa.gov)>, Shelly Aldean <[shellyaldean@gmail.com](mailto:shellyaldean@gmail.com)>, Vince Hoenigman <[vhoenigman@yahoo.com](mailto:vhoenigman@yahoo.com)>, Wesley Rice <[wrice@douglasnv.us](mailto:wrice@douglasnv.us)>

Dear Legal Committee Members and Governing Board Members.

Please exercise your discretionary power to allow our community to at least present to the TRPA Governing Board our community's position, if for no other reason based on the repeated historical attempts by Mr. Hasty and the Tahoe Transportation District ("TTD") to hide what is being done on this ESE project from public input. I urge that TRPA not allow the secrecy with which each aspect of this project has operated to be rewarded by disallowing the 25 appellants who represent the community sentiment opposing the ESE site as the site for a transportation hub, from presenting their case to the TRPA Governing Board.

Please consider this prime example of the secrecy. **A major zoning change was made to the Tahoe Area Plan, by Map 2A at page 2-12 of the Plan "Incline Village Commercial Center". This changed the location of the ESE or School Site zoning from the Map as shown to the public at the one noticed public meeting which took place at the Chateau, and from all subsequent versions of the Map which were available to the public online, with no public notice or discussion. The change was made during the Planning Committee Meeting which reviewed and approved the Plan which took place just before the Board of Commissioners first reading of the Ordinance approving the Tahoe Area Plan. The meeting took place in Reno and there was not even any notice given to the Incline Village community before the meeting. Prior to that change the Incline Village community had discussed with the County both in connection with the Plan and for other reasons, that the former ESE or School Site would be best used for workforce housing to benefit the community. At the Planning Commission meeting, unknown to the Incline community, a TRPA representative made a presentation to change the Map from town center commercial designation identical to the adjacent parcels (they were all the same color) to "public use" to allow for a transportation hub at the former ESE or School Site. This change in zoning was contrary to the representation made by the County representative and concurred in by the TRPA representative at Chateau meeting concerning the lack of zoning changes made by the plan, except for three (or four) changes which Eric Young of Washoe County described to us in detail and showed us on a map, and those were not significant. This change did not come up until much later, during the time that the TTD was pushing the County Planning staff to agree that the School Site be used as a transportation hub to solve problems outside of Incline, and the TTD, TRPA and Washoe County were not including any Incline public engagement or disclosing these plans to the Incline community, and were ignoring the requests by the then Incline Village, District 1 Commissioner (former Commissioner Berkbigler) to engage in public outreach. The community had not known of or been noticed by the County or the TTD of this change in the huge Plan document. This zoning change was solely for benefit of TTD and there was no public outreach or disclosure.**

I have spent numerous hours researching, writing and sending information supporting my numerous email objections to the TTD Board and Mr. Hasty and have never received one response or call even though I offered to review the information with them. **Attached is one of my longer emails about the secrecy with which Mr. Hasty and the TTD have operated on this project.** While there have been numerous other examples of secrecy in addition to those set forth in the attached email, let me remind you of the most recent. The TTD several months ago stated that it is having the Mobility Hub Committee look at three sites, the ESE Site, the Diamond Peak parking lot and the Mt. Rose Parking lot. This committee was set up to address the promise made to the Incline Village community that additional sites would be looked at. The Incline community objected to these sites because we checked and learned that the two ski parking lots had not been contacted to see if the lots were available and demanded that contact occur before the TTD made this the final list of potential sites for review by a TTD consultant. The TTD only then contacted the sites and found out that they were not available, and so once again, there was no site on the list other than the ESE Site, contrary to TTD Board commitments to the public.

I restate as follows as a full-time resident of Incline Village and ask that the 25 appellants be able to present the following arguments for the benefit of our community:

- 1 - The ESE transit station is an inappropriate use for the surrounding area
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even though the prior 8 years of use was un-permitted and illegal

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was filled out in 2014, and was not accurate.

Please follow TRPA's goals of public engagement and do not allow the TTD to stifle opposition just because some of our community members have not been writing our objections in the correct form.

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

March 10, 2021

Re: Board of Directors Meeting March 12, 2021 Public Comment and Request on Purchase of former Incline Village Elementary School, Item VII A

Dear Board of Directors of the Tahoe Transportation District,

I am writing this email to request that if the Tahoe Transportation District (“TTD”) Board of Directors votes to purchase the former Incline Village Elementary School site, **that the TTD form a working group which will include at least one volunteer member of the Incline Village community who is a full-time resident, concerned about the well-being of our community**, to be actively involved in the site selection, site evaluation, site studies and reports by professionals, and governmental applications related to the school site and alternative sites for a transportation hub in Incline Village.

The Incline Village community has been told by representatives of both the TTD and Washoe County that the TTD must proceed to purchase the former school site because it has obtained a federal grant for the purchase of the site, which will be lost if the TTD does not close on the purchase of the site at this time, but that the TTD is not committed to the school site being the final selected site, and will review alternative sites. Appointing a community member(s) to be actively involved in the evaluation and selection of sites will allow for full transparency to the community on this project. (Please see item 7 below on how true local government/local community participation has worked.) The Incline Village community is concerned that the school site selection has been undertaken in secrecy in the past, and has consistently ignored community input. I do not say this lightly, and so I have compiled the facts which explain why the community is concerned about the good faith with which the school site project will be approached in the future, so that you will seriously consider this request for true public participation throughout the site selection process.

1. The South Shore Shuttle’s Continuing Failure to Obtain Required TRPA and Washoe County Permits. The TTD has received input from the community that we believe that the TTD’s operation of the South Shore Shuttle summer bus service requires both TRPA and Washoe County permits, which the TTD never obtained. The input provided is that under TRPA Code of Ordinances Chapter 25, the South Shore Shuttle was a “New Use” when it began its<sup>i</sup> 2011, and did not qualify as a “Previous



Use” of the school bus service operated by the Incline Village School District, which ceased service in 2003. The New Use required a detailed submission to TRPA on its Commercial Project Application form, along with all necessary information and studies, which never occurred. Because the former school district moved from and stopped use of the site as a bus operation in 2003, and the TTD did not begin its summer season South Shore Shuttle until 2011, 96 months after the school bus service ceased. Therefore, the South Shore Shuttle fails to meet the criterion under “F” that the “Previous Use” ceased operating a maximum of 60 months prior to commencement of the South Shore Shuttle. By acting as if the Shuttle did not need a TRPA permit because it could rely on the school district’s “Previous Use”, this allowed the Shuttle to avoid the many reports, studies and analysis required under the TRPA permitting process. We assume that the TTD will make appropriate submissions to TRPA, and that it will apply to Washoe County for a Special Use Permit, and we ask that an Incline Village community representative be part of the process so that that representative can protect the community. I am especially concerned that the 500-600 residents who live across the street from the former school site, who will have their health and safety adversely impacted by the noise, pollution, traffic and vibration of the buses and autos travelling in and out of the parking lot across the street.

2. The TTD South Shore Shuttle Should Not Use the Former School Bus Use from 2003 and earlier to Avoid TRPA and Washoe County Permitting and Review. Ignoring community objections to the TTD starting in early 2020 that the South Shore Shuttle was operating without having gone through the TRPA permitting process or the Washoe County special use permitting process, the TTD through Mr. Hasty applied for and obtained its categorical exclusion from the Federal Transportation Administration (the “FTA”) in a July 29, 2020 letter from the FTA which allowed it to proceed in the grant application process, without public outreach under 23 CFR 771.118(c)(6). I attach a full copy of 23 CFR 771.11 to this email and you can see that subsection (c)(6) is for a use that “does not result in a substantial change in the functional use of the property”. I made a public records request to the TTD for a copy of TTD’s application for its categorical exclusion, but that request was denied for a number of reasons including the alleged threat of litigation (which I have not and

do not threaten). I presume that the TTD's application to the FTA represented that the proposed transportation hub at the former school site will "not result in a substantial change in the functional use of the property" based on its allegedly legal use of the property for the South Shore Shuttle as a continuation of the prior school bus service. Had the TTD applied under (c)(9) for "construction of facilities for transportation use", that application would have required much more in the way of reports, studies and analysis, and information concerning the effect of the transportation facility upon the neighborhood, as clearly discussed in the Federal Transportation Administration Guidelines, a portion of which I have also attached. In other words, the unpermitted use by the TTD in the past has now been used to justify the categorical exclusion under 23 CFR 771.118(c)(6). This again allowed the TTD to skip applications, studies and investigations that TRPA, the FTA and other agencies set up to protect the members of the public who live in and around the former school site. Even the Federal Transportation Administration in its Guidelines recognizes that it desires to avoid the burden that a transportation facility can have on adjacent properties in terms of noise, vibration, etc. But the TTD avoided all of this by skipping over the permitting process in 2011 and again skipping public outreach processes in place to protect the public in 2020 when it applied for this grant.

3. The Single TTD Public Meeting Which Allowed Public Comment Showed the Overwhelming Community Objection to the School Site. Another example of why the community would appreciate the opportunity to participate in the site evaluation and selection process is the recent "public" meetings. Four public meetings were scheduled with a 2-hour presentation made by the TTD and the County of all the reasons the community should support the site, and no member of the public was allowed to speak, or even to ask a question verbally. Two of the meetings were set during the work-day and two were set in the evening, presumably so that people could fit their schedules to be able to attend. Questions had to be sent in by email and text, but could not be asked verbally, and so the questions that were answered were screened in advance and the TTD answered the questions which it wanted to answer, and not all questions were answered. For example, key questions were not answered as to what tests and studies would be done on vibration, noise, traffic, pollution, the environment, the impacts

on the 500 + residents living across the street from the site, or what will be done to control the hundreds and hundreds of extra cars that would come to the parking lot and find it full and drive around Incline waiting for cars to leave the lot and spaces to become available or else just parking all over our local streets. We want to know what protections our community will have in the process. These meetings were not well noticed or publicized by the TTD, but there was sufficient time for our local community resources with some mailing lists to send notice of the meeting to their email lists. In response to my request to Commissioner Hill that there should be the ability for the public to give public input to the TTD, one 2-hour meeting was scheduled during the workday on Friday, March 5, with short notice given by the TTD of the meeting to the community. The community appreciated that Commissioner Hill was able to get us the one meeting, and we were thankful for that opportunity. Again, none of the people living adjacent to the project were emailed or mailed notice by the TTD, and there is no local newspaper or resource for publication of information other than. The TTD notified us that we could speak for 2 minutes and automatically cut off all comments at the 2-minute mark. While at the end of the meeting people were allowed to speak again, that opportunity was not announced at the beginning of the meeting and most people had made their public comment and left the meeting. I assume that the Board has been told that the public comments were almost all opposed to the use of the former school site, except for public comments by some transportation related agencies and the Incline Visitors Bureau (which Bureau represents the interests of increasing tourism and ease of tourism and does not speak for the community). To be clear, the sentiment was overwhelmingly against the school site as the selected site, but not against the idea of a transportation hub at an acceptable location.

4. Recall the TTD Board's Instructions at the November and December 2020 Meetings Which were Poorly Followed. I would remind you that at the November and December, 2020 TTD Board meetings, Mr. Hasty was told to look at other sites in Incline Village and also to set up public meetings. No public meetings were set up and instead, Mr. Hasty first tried to get Washoe County to commit its \$280,000 to the project by getting the matter put on a December agenda even though at the prior

November Board meeting the Board was clear in telling him to hold off on the process, and then, when the matter was taken off calendar by the County, he tried to set a public meeting with one day prior notice to the media of the public meeting. He tried to set it on the evening of a previously scheduled regular IVGID Board meeting, and had not cleared the date with either former Commissioner Berkbigler or with the IVGID Board members (all of whom had prior commitments). Ultimately, when objections came in the meeting was taken off calendar. But no public meeting was then scheduled until the very end of February and beginning of March, 2021, immediately before the March 12 Board vote.

5. Take Notice of the Change.org Petition Showing Strong Community Objection to the School Site. A petition was circulated on change.org by a community resident in opposition to the school site. Within a few days 1200 local residents signed the petition stating opposition to the site. A change.org petition appeared after there were over 1500 signatures on the first petition that stated it was in favor of the site by persons/entities unknown, and it had obtained less than a dozen signatures from local residents, last I heard. Apparently, the petition in opposition to the site incorrectly stated that the site would be used for a cell phone tower. The community has been advised that therefore the TTD does not find the petition with 1200 signatures valid because of the error and because they do not know who signed the petition.
6. Keep in Mind Mr. Hasty's Prior Actions Avoiding Community Input. I want to also remind you of the list of actions by Mr. Hasty ignoring the directions of former District 1 Commissioner Marsha Berkbigler who instructed him starting in writing in at least in March 2020 to begin having public meetings in Incline Village to gather public input on the school site. She expressed from the beginning that she did not believe that the school site was the appropriate site for the transportation hub. In my prior email dated November 11, 2020 I detailed the following acts which show a clear lack of concern for our community and show why we fear that this next process will occur in secrecy, to our detriment:
  - a. Former Commissioner Berkbigler expressed opposition to a proposed project as described and stated in her April 24, 2020 email to Messrs. Hasty and Solaro: "The residents of IV/CB should have some say in how this area is used since they will be impacted by the negative impacts of the Project. Additionally, at least one

and possibly two public fora must be done in IV/CB before a final plan is put together.” (Keep in mind that No public meeting was held until the end of February, 2021, and that was held at the direction of the TTD Board from last November.) Additionally, Ms. Berkbigler further expressed “HOWEVER, it is simply not acceptable for the old school yard to be used as a staging area. This is in the middle of what is considered the “town center” in Incline, and the traffic in this area is very heavy. Additional construction traffic for a staging site there would be seriously detrimental to the community and create serious traffic and parking problems...it is necessary to go back to the drawing board to relocate the staging center to some place outside of IV/CB.... I will oppose any County funds going to this project and to the purchase of the school property if this plan is not changed.”

b. Mr. Hasty contacted Pete Todoroff, head of the Incline Village Crystal Bay Community Forum on September 3, 2020 stating that he wanted to join the Community Forum zoom call on September 4 and tell the people who attended about the proposed elementary school site project stating “as I know it is of great interest.”. The Community Forum meeting occurs every other Friday, and the meeting had “shoulder season” attendance which is under 20 people. Mr. Hasty told the small group in attendance about the project in less than a 5-minute presentation, and attendees expressed their many concerns about the project to Mr. Hasty, including asking him to look at several other proposed sites which had previously been identified to him, and he said he would look into them. Mr. Hasty said that he would be setting up public meetings in Incline to discuss local concerns and have open communication and that there would be plenty of time for the meetings and for discussing environmental concerns and transportation studies. Mr. Hasty never mentioned that the very next Monday he was proposing to the TTD Board to authorize him to purchase the former school site!

c. Mr. Hasty stated in his April 30, 2020 email in describing a mobility hub: “So, what is meant by the mobility hub? It means a user has pedestrian access, bike access, transit access and auto access to commercial, residential and recreations uses within the neighborhood and to the trail system. Beyond that a mobility hub can be designed to fit into the community or neighborhood that it is located. Acquisition of a property is one process, **developing a project**

concept with the community is another, and such a process will follow a successful property acquisition.” But still no meeting has been set up.

d. It is a standard requirement for the grant from the Federal Transportation Administration that there to be public outreach meetings before the funds are committed. I spoke with Guinevere Hodby of Multi-modal at NDOT (775-227-6025) on October 19, 2020 to object that the Title 6 process, namely the Policy of Public Notification, requires public meetings, outreach and education, and none have been held on this proposed acquisition with IVCB. Ms. Hobdy said that NDOT supports local agencies who apply for Federal Transportation Administration funds to check compliance with all guidelines, and in this case, **Mr. Hasty had applied to the Federal Transportation Administration for a “categorical exclusion” from the standard procedures to be allowed to do things out of order, so that the TTD be allowed to purchase the property first, before any public input,** because he said purchase was urgently required because **“Washoe County said that they were getting rid of the property and it would go to another purchaser”**.

e. On August 11, 2020, local resident, Ronda Tycer wrote a lengthy email to Sara Schmitz, IVGID Trustee and Commissioner Berkbigler detailing the problems with and questions about the proposed site use and recommending several alternative sites. None of these alternative sites were seriously looked at by Mr. Hasty, who merely stated on one occasion to Commissioner Berkbigler that they were “not as good a financial deal as the school site”. In response to Commissioner Berkbigler’s sending Ms. Tycer’s email to Mr. Hasty, telling him that Ms. Tycer’s opinion is shared by Pete Toderoff and others in his group, Mr. Hasty replied **“I do not expect a public process to be easy, but there are potential ideas that can come together for the site given some wherewithal and concerted effort.”**

f. **Commissioner Berkbigler has asked Mr. Hasty to hold public meetings in IVCB** and tell us what he is proposing to do and why, and to work on outreach with us on our concerns on several occasions and he has utterly failed to do so.

g. Residents are concerned about what appear to be inaccurate representations **to** Washoe County in an email from Ms. Mullen, a TTD consultant, to Mr. Solaro in an email dated September 9, 2019. Ms. Mullen represented in a purported update that “Indra says that we will have IVGID support for transportation at this site.” Indra

Winquest is the General Manager of IVGID, and has stated in an email dated October 27, 2020 when asked if this alleged representation by Ms. Mullen was accurate:

“Absolutely not. Om furious with Karen Mullen for stating that. I simply told her that Duffield was not interested in allowing use of his property and I would support a hub only in at the right location. She falsely represented what I said. To be clear, I am adamantly opposed to a transit hub at the old wcsd site. This is why I want to formally let TTD know. I already clarified this with Wayne...”

h. In July 2020, instead of following former Commissioner Berkbigler’s requests for Mr. Hasty to get Incline community input, he instead filed with the Federal Transportation Administration for a categorical exclusion to skip public outreach, which was granted in July, 2020, but never disclosed to the community.

- 7. I have personally seen how successful transparency in government can be and how it can lead to the best decisions for the benefit of the public and for the government.** One recent example was the TRPA Short Term Rental Neighborhood Compatibility Guidelines public process. The TRPA staff and TRPA Government Affairs Board met for many many months and took public input and modified the Compatibility Guidelines in response to concerns of the public. The final document was a compromise that all parties, the public and government, thought was a very good document. I and a large group of full time Incline Village residents attended virtually every hearing beginning at the second meeting, and the final document, if followed by a local government, will protect the neighborhoods around the Lake. The TRPA employee who leads the project did an excellent job of hearing the concerns and implementing them into a document that will allow for continued improvement of Short-Term Rental Ordinances around the Lake, when followed by local governments. In that case both TRPA and its Board listened to and cared about the local residents. The Committee included a public member who lived around the Lake (not Incline). The TRPA staff person, Brandy McMahon, received letters of thanks and compliments from many of us because, while she followed the directions of the TRPA Board to get the project done, she also listened to and prepared a document that addressed community concerns. While all community requests were not accommodated, the effort to understand and incorporate community concerns was clear to the community, appreciated and accepted. This transportation hub

project of site evaluation and selection needs a similar community participation approach and leadership.

In summary, if the TTD does proceed with the purchase of the former school site, I urge you to allow a respected member of the local community, who is not in a "visitor related" business such as the Incline Village Visitors Bureau, to be involved to officially work with the TTD on the project, at no cost to the TTD. I would be pleased to provide the names and resumes of a number of community members who are well respected in the community, have the community interests at heart, and have significant academic and prior business credentials, who would be pleased to volunteer in this role.

I sincerely believe that there could be a mutually beneficial and acceptable compromise site identified in Incline Village .

I have included my telephone number as I am available to speak with any of you on any of the subjects in this letter.

Very truly yours,

Diane Becker, local Incline Village resident

805-290-2779

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**From:** Diane Heirshberg <dbheirshberg@gmail.com>  
**Sent:** 10/24/2022 9:23:19 AM  
**To:** Hill, Alexis <AHill@washoecounty.gov>; Bud Hicks <ajhicks@Mcdonaldcarano.com>; Ashley Conrad-Saydah <ashleyc@alumni.princeton.edu>; Belinda Faustinos <belindafastinos@gmail.com>; Barbara Cegavske <bkccegavske@sos.nv.gov>; Sue Novasel <bosfive@edcgov.us>; Cindy Gustafson <cindygustafson@placer.ca.gov>; Hayley Williamson <hayley.a.williamson@gmail.com>; jdiss.trpa@gmail.com <jdiss.trpa@gmail.com>; John Friedrich <jfriedrich@cityofsft.us>; Bill Yeates <jwytrpa@gmail.com>; Katherine Huston <khuston@trpa.gov>; John Hester <jhester@trpa.gov>; John Hester <jhester@trpa.gov>; Jim Lawrence <lawrence@dcnr.nv.gov>; Marja Ambler <mambler@trpa.gov>; Shelly Aldean <shellyaldean@gmail.com>; Vince Hoenigman <vhoenigman@yahoo.com>; Wesley Rice <wrice@douglasnv.us>  
**Subject:** Opposition to Mobility Hub at the Old Incline Elementary School;  
**Attachments:** [TTD Board 3.12.21.docx](#)

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Dear Legal Committee Members and Governing Board Members.

Please exercise your discretionary power to allow our community to at least present to the TRPA Governing Board our community's position, if for no other reason based on the repeated historical attempts by Mr. Hasty and the Tahoe Transportation District ("TTD") to hide what is being done on this ESE project from public input. I urge that TRPA not allow the secrecy with which each aspect of this project has operated to be rewarded by disallowing the 25 appellants who represent the community sentiment opposing the ESE site as the site for a transportation hub, from presenting their case to the TRPA Governing Board.

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805-290-2779

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Use” of the school bus service operated by the Incline Village School District, which ceased service in 2003. The New Use required a detailed submission to TRPA on its Commercial Project Application form, along with all necessary information and studies, which never occurred. Because the former school district moved from and stopped use of the site as a bus operation in 2003, and the TTD did not begin its summer season South Shore Shuttle until 2011, 96 months after the school bus service ceased. Therefore, the South Shore Shuttle fails to meet the criterion under “F” that the “Previous Use” ceased operating a maximum of 60 months prior to commencement of the South Shore Shuttle. By acting as if the Shuttle did not need a TRPA permit because it could rely on the school district’s “Previous Use”, this allowed the Shuttle to avoid the many reports, studies and analysis required under the TRPA permitting process. We assume that the TTD will make appropriate submissions to TRPA, and that it will apply to Washoe County for a Special Use Permit, and we ask that an Incline Village community representative be part of the process so that that representative can protect the community. I am especially concerned that the 500-600 residents who live across the street from the former school site, who will have their health and safety adversely impacted by the noise, pollution, traffic and vibration of the buses and autos travelling in and out of the parking lot across the street.

2. The TTD South Shore Shuttle Should Not Use the Former School Bus Use from 2003 and earlier to Avoid TRPA and Washoe County Permitting and Review. Ignoring community objections to the TTD starting in early 2020 that the South Shore Shuttle was operating without having gone through the TRPA permitting process or the Washoe County special use permitting process, the TTD through Mr. Hasty applied for and obtained its categorical exclusion from the Federal Transportation Administration (the “FTA”) in a July 29, 2020 letter from the FTA which allowed it to proceed in the grant application process, without public outreach under 23 CFR 771.118(c)(6). I attach a full copy of 23 CFR 771.11 to this email and you can see that subsection (c)(6) is for a use that “does not result in a substantial change in the functional use of the property”. I made a public records request to the TTD for a copy of TTD’s application for its categorical exclusion, but that request was denied for a number of reasons including the alleged threat of litigation (which I have not and

do not threaten). I presume that the TTD's application to the FTA represented that the proposed transportation hub at the former school site will "not result in a substantial change in the functional use of the property" based on its allegedly legal use of the property for the South Shore Shuttle as a continuation of the prior school bus service. Had the TTD applied under (c)(9) for "construction of facilities for transportation use", that application would have required much more in the way of reports, studies and analysis, and information concerning the effect of the transportation facility upon the neighborhood, as clearly discussed in the Federal Transportation Administration Guidelines, a portion of which I have also attached. In other words, the unpermitted use by the TTD in the past has now been used to justify the categorical exclusion under 23 CFR 771.118(c)(6). This again allowed the TTD to skip applications, studies and investigations that TRPA, the FTA and other agencies set up to protect the members of the public who live in and around the former school site. Even the Federal Transportation Administration in its Guidelines recognizes that it desires to avoid the burden that a transportation facility can have on adjacent properties in terms of noise, vibration, etc. But the TTD avoided all of this by skipping over the permitting process in 2011 and again skipping public outreach processes in place to protect the public in 2020 when it applied for this grant.

3. The Single TTD Public Meeting Which Allowed Public Comment Showed the Overwhelming Community Objection to the School Site. Another example of why the community would appreciate the opportunity to participate in the site evaluation and selection process is the recent "public" meetings. Four public meetings were scheduled with a 2-hour presentation made by the TTD and the County of all the reasons the community should support the site, and no member of the public was allowed to speak, or even to ask a question verbally. Two of the meetings were set during the work-day and two were set in the evening, presumably so that people could fit their schedules to be able to attend. Questions had to be sent in by email and text, but could not be asked verbally, and so the questions that were answered were screened in advance and the TTD answered the questions which it wanted to answer, and not all questions were answered. For example, key questions were not answered as to what tests and studies would be done on vibration, noise, traffic, pollution, the environment, the impacts

on the 500 + residents living across the street from the site, or what will be done to control the hundreds and hundreds of extra cars that would come to the parking lot and find it full and drive around Incline waiting for cars to leave the lot and spaces to become available or else just parking all over our local streets. We want to know what protections our community will have in the process. These meetings were not well noticed or publicized by the TTD, but there was sufficient time for our local community resources with some mailing lists to send notice of the meeting to their email lists. In response to my request to Commissioner Hill that there should be the ability for the public to give public input to the TTD, one 2-hour meeting was scheduled during the workday on Friday, March 5, with short notice given by the TTD of the meeting to the community. The community appreciated that Commissioner Hill was able to get us the one meeting, and we were thankful for that opportunity. Again, none of the people living adjacent to the project were emailed or mailed notice by the TTD, and there is no local newspaper or resource for publication of information other than. The TTD notified us that we could speak for 2 minutes and automatically cut off all comments at the 2-minute mark. While at the end of the meeting people were allowed to speak again, that opportunity was not announced at the beginning of the meeting and most people had made their public comment and left the meeting. I assume that the Board has been told that the public comments were almost all opposed to the use of the former school site, except for public comments by some transportation related agencies and the Incline Visitors Bureau (which Bureau represents the interests of increasing tourism and ease of tourism and does not speak for the community). To be clear, the sentiment was overwhelmingly against the school site as the selected site, but not against the idea of a transportation hub at an acceptable location.

4. Recall the TTD Board's Instructions at the November and December 2020 Meetings Which were Poorly Followed. I would remind you that at the November and December, 2020 TTD Board meetings, Mr. Hasty was told to look at other sites in Incline Village and also to set up public meetings. No public meetings were set up and instead, Mr. Hasty first tried to get Washoe County to commit its \$280,000 to the project by getting the matter put on a December agenda even though at the prior

November Board meeting the Board was clear in telling him to hold off on the process, and then, when the matter was taken off calendar by the County, he tried to set a public meeting with one day prior notice to the media of the public meeting. He tried to set it on the evening of a previously scheduled regular IVGID Board meeting, and had not cleared the date with either former Commissioner Berkbigler or with the IVGID Board members (all of whom had prior commitments). Ultimately, when objections came in the meeting was taken off calendar. But no public meeting was then scheduled until the very end of February and beginning of March, 2021, immediately before the March 12 Board vote.

5. Take Notice of the Change.org Petition Showing Strong Community Objection to the School Site. A petition was circulated on change.org by a community resident in opposition to the school site. Within a few days 1200 local residents signed the petition stating opposition to the site. A change.org petition appeared after there were over 1500 signatures on the first petition that stated it was in favor of the site by persons/entities unknown, and it had obtained less than a dozen signatures from local residents, last I heard. Apparently, the petition in opposition to the site incorrectly stated that the site would be used for a cell phone tower. The community has been advised that therefore the TTD does not find the petition with 1200 signatures valid because of the error and because they do not know who signed the petition.
6. Keep in Mind Mr. Hasty's Prior Actions Avoiding Community Input. I want to also remind you of the list of actions by Mr. Hasty ignoring the directions of former District 1 Commissioner Marsha Berkbigler who instructed him starting in writing in at least in March 2020 to begin having public meetings in Incline Village to gather public input on the school site. She expressed from the beginning that she did not believe that the school site was the appropriate site for the transportation hub. In my prior email dated November 11, 2020 I detailed the following acts which show a clear lack of concern for our community and show why we fear that this next process will occur in secrecy, to our detriment:
  - a. Former Commissioner Berkbigler expressed opposition to a proposed project as described and stated in her April 24, 2020 email to Messrs. Hasty and Solaro: "The residents of IV/CB should have some say in how this area is used since they will be impacted by the negative impacts of the Project. Additionally, at least one

and possibly two public fora must be done in IV/CB before a final plan is put together.” (Keep in mind that No public meeting was held until the end of February, 2021, and that was held at the direction of the TTD Board from last November.) Additionally, Ms. Berkbigler further expressed “HOWEVER, it is simply not acceptable for the old school yard to be used as a staging area. This is in the middle of what is considered the “town center” in Incline, and the traffic in this area is very heavy. Additional construction traffic for a staging site there would be seriously detrimental to the community and create serious traffic and parking problems...it is necessary to go back to the drawing board to relocate the staging center to some place outside of IV/CB.... I will oppose any County funds going to this project and to the purchase of the school property if this plan is not changed.”

b. Mr. Hasty contacted Pete Todoroff, head of the Incline Village Crystal Bay Community Forum on September 3, 2020 stating that he wanted to join the Community Forum zoom call on September 4 and tell the people who attended about the proposed elementary school site project stating “as I know it is of great interest.”. The Community Forum meeting occurs every other Friday, and the meeting had “shoulder season” attendance which is under 20 people. Mr. Hasty told the small group in attendance about the project in less than a 5-minute presentation, and attendees expressed their many concerns about the project to Mr. Hasty, including asking him to look at several other proposed sites which had previously been identified to him, and he said he would look into them. Mr. Hasty said that he would be setting up public meetings in Incline to discuss local concerns and have open communication and that there would be plenty of time for the meetings and for discussing environmental concerns and transportation studies. Mr. Hasty never mentioned that the very next Monday he was proposing to the TTD Board to authorize him to purchase the former school site!

c. Mr. Hasty stated in his April 30, 2020 email in describing a mobility hub: “So, what is meant by the mobility hub? It means a user has pedestrian access, bike access, transit access and auto access to commercial, residential and recreations uses within the neighborhood and to the trail system. Beyond that a mobility hub can be designed to fit into the community or neighborhood that it is located. Acquisition of a property is one process, **developing a project**

concept with the community is another, and such a process will follow a successful property acquisition.” But still no meeting has been set up.

d. It is a standard requirement for the grant from the Federal Transportation Administration that there to be public outreach meetings before the funds are committed. I spoke with Guinevere Hodby of Multi-modal at NDOT (775-227-6025) on October 19, 2020 to object that the Title 6 process, namely the Policy of Public Notification, requires public meetings, outreach and education, and none have been held on this proposed acquisition with IVCB. Ms. Hobdy said that NDOT supports local agencies who apply for Federal Transportation Administration funds to check compliance with all guidelines, and in this case, **Mr. Hasty had applied to the Federal Transportation Administration for a “categorical exclusion” from the standard procedures to be allowed to do things out of order, so that the TTD be allowed to purchase the property first, before any public input,** because he said purchase was urgently required because **“Washoe County said that they were getting rid of the property and it would go to another purchaser”**.

e. On August 11, 2020, local resident, Ronda Tycer wrote a lengthy email to Sara Schmitz, IVGID Trustee and Commissioner Berkbigler detailing the problems with and questions about the proposed site use and recommending several alternative sites. None of these alternative sites were seriously looked at by Mr. Hasty, who merely stated on one occasion to Commissioner Berkbigler that they were “not as good a financial deal as the school site”. In response to Commissioner Berkbigler’s sending Ms. Tycer’s email to Mr. Hasty, telling him that Ms. Tycer’s opinion is shared by Pete Toderoff and others in his group, Mr. Hasty replied **“I do not expect a public process to be easy, but there are potential ideas that can come together for the site given some wherewithal and concerted effort.”**

f. **Commissioner Berkbigler has asked Mr. Hasty to hold public meetings in IVCB** and tell us what he is proposing to do and why, and to work on outreach with us on our concerns on several occasions and he has utterly failed to do so.

g. Residents are concerned about what appear to be inaccurate representations **to** Washoe County in an email from Ms. Mullen, a TTD consultant, to Mr. Solaro in an email dated September 9, 2019. Ms. Mullen represented in a purported update that “Indra says that we will have IVGID support for transportation at this site.” Indra



Winquest is the General Manager of IVGID, and has stated in an email dated October 27, 2020 when asked if this alleged representation by Ms. Mullen was accurate:

“Absolutely not. Om furious with Karen Mullen for stating that. I simply told her that Duffield was not interested in allowing use of his property and I would support a hub only in at the right location. She falsely represented what I said. To be clear, I am adamantly opposed to a transit hub at the old wcsd site. This is why I want to formally let TTD know. I already clarified this with Wayne...”

h. In July 2020, instead of following former Commissioner Berkbigger’s requests for Mr. Hasty to get Incline community input, he instead filed with the Federal Transportation Administration for a categorical exclusion to skip public outreach, which was granted in July, 2020, but never disclosed to the community.

- 7. I have personally seen how successful transparency in government can be and how it can lead to the best decisions for the benefit of the public and for the government.** One recent example was the TRPA Short Term Rental Neighborhood Compatibility Guidelines public process. The TRPA staff and TRPA Government Affairs Board met for many many months and took public input and modified the Compatibility Guidelines in response to concerns of the public. The final document was a compromise that all parties, the public and government, thought was a very good document. I and a large group of full time Incline Village residents attended virtually every hearing beginning at the second meeting, and the final document, if followed by a local government, will protect the neighborhoods around the Lake. The TRPA employee who leads the project did an excellent job of hearing the concerns and implementing them into a document that will allow for continued improvement of Short-Term Rental Ordinances around the Lake, when followed by local governments. In that case both TRPA and its Board listened to and cared about the local residents. The Committee included a public member who lived around the Lake (not Incline). The TRPA staff person, Brandy McMahon, received letters of thanks and compliments from many of us because, while she followed the directions of the TRPA Board to get the project done, she also listened to and prepared a document that addressed community concerns. While all community requests were not accommodated, the effort to understand and incorporate community concerns was clear to the community, appreciated and accepted. This transportation hub

project of site evaluation and selection needs a similar community participation approach and leadership.

In summary, if the TTD does proceed with the purchase of the former school site, I urge you to allow a respected member of the local community, who is not in a "visitor related" business such as the Incline Village Visitors Bureau, to be involved to officially work with the TTD on the project, at no cost to the TTD. I would be pleased to provide the names and resumes of a number of community members who are well respected in the community, have the community interests at heart, and have significant academic and prior business credentials, who would be pleased to volunteer in this role.

I sincerely believe that there could be a mutually beneficial and acceptable compromise site identified in Incline Village .

I have included my telephone number as I am available to speak with any of you on any of the subjects in this letter.

Very truly yours,

Diane Becker, local Incline Village resident

805-290-2779

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**From:** rondatyce@aol.com <rondatyce@aol.com>

**Sent:** 10/24/2022 1:49:24 PM

**To:** Alexis Hill <AHill@washoecounty.us>; Bud Hicks <ajhicks@McDonaldcarano.com>; Ashley Conrad-Saydah <ashleyc@alumni.princeton.edu>; Belinda Faustinos <belindafastinos@gmail.com>; Barbara Cegavske <bkcegavske@sos.nv.gov>; bosfive@edcgov.us <bosfive@edcgov.us>; Cindy.Gustafson <cindygustafson@placer.ca.gov>; Hayley Williamson <hayley.a.williamson@gmail.com>; jdiss.trpa@gmail.com <jdiss.trpa@gmail.com>; John Friedrich <jfriedrich@cityofslt.us>; John Hester <jhester@trpa.gov>; Bill Yeates <jwytrpa@gmail.com>; Katherine Huston <khuston@trpa.gov>; Jim Lawrence <lawrence@dcnr.nv.gov>; Marja Ambler <mambler@trpa.gov>; Shelly Aldean <shellyaldean@gmail.com>; Vince Hoenigman <vhoenigman@yahoo.com>; Wesley Rice <wrice@douglasnv.us>

**Subject:** Public Comment for Legal Committee Item No 3 and No VIA East Shore Express Appeal

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TO WHOM IT MAY CONCERN:

Our HOA is Southwood Glen HOA. We are directly across the street from the OES and have been and will be greatly impacted by the "Bus Hub" if it is approved. This summer was of course another busy time across the street. In the beginning through July it was not too bad with the trolley only running. It was fairly quiet but beginning in August they had only the regular bus as in the past and **it was noisy and smelly. Had to keep the doors and windows closed the whole month of August.** Thank you for what you are doing for those of us that are impacted by this. **They don't want to listen to any of us.**

Shirley Appell  
Incline Resident

**From:** Steve Sidells <sasidells@yahoo.com>  
**Sent:** 10/24/2022 9:39:24 AM  
**To:** rondatyce@aol.com <rondatyce@aol.com>; John Hester <jhester@trpa.gov>; John Marshall <jmarshall@trpa.gov>; Marja Ambler <mambler@trpa.gov>  
**Subject:** Re: Permission for Ronda Tyce to speak on our behalf

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Dear TRPA Staff,

I hereby give my permission for Ronda Tyce to speak on my behalf concerning the written community group appeal that will be heard during the TRPA October 26, 2022 Legal Committee meeting **Agenda Item 3)** Appeal of Tahoe Transportation District/Washoe County School District Temporary Use (TRPA File #ERSP2021-0673); 771 Southwood Boulevard and 915 Northwood Boulevard; Incline Village, Washoe County, Nevada; Assessor's Parcel Numbers 132-201- 02 and 132-012-05; TRPA File No. ADMIN2022-0027.

Sincerely,

Steve Sidells and Jamie Sidells (Appellants)

**please send the email to:**

[jhester@trpa.gov](mailto:jhester@trpa.gov)  
[jmarshall@trpa.gov](mailto:jmarshall@trpa.gov)  
[Mambler@trpa.org](mailto:Mambler@trpa.org)