

The following is a condensed version of the TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTORS regular meeting held Wednesday, March 26, 2014 at the Truckee Tahoe Airport District Community Room, 10356 Truckee Airport Road, Truckee, California at 5:30 pm.

**CALL MEETING TO ORDER:** 5:41 p.m.

**DIRECTORS PRESENT:** President John B. Jones Jr.  
Vice President James W. Morrison  
Director Mary Hetherington  
Director Lisa Wallace

**DIRECTORS ABSENT:** Director J. Thomas Van Berkem

**STAFF PRESENT:** Mr. Kevin Smith, General Manager  
Mr. Phred Stoner, Director of Operations  
Mr. Hardy Bullock, Director of Aviation and Community Services  
Ms. Jane Dykstra, Director of Finance and Administration  
Mr. Brent Collinson, District Legal Counsel  
Mr. Bill Quesnel, District Engineer  
Mr. Mike Cooke, Aviation and Community Services Manager  
Ms. Maria Martinez, District Clerk  
Ms. Denae Granger, Administrative Clerk

**VISITORS PRESENT: 19**

**SPECIAL ORDERS OF BUSINESS:** Ms. Dykstra stated that she is retiring at the end of May, and her replacement, Ms. Sally Lyon, was present at the Board meeting. There will be a two month overlap for both before Ms. Dykstra retires. Mr. Smith stated that TTAD is a finalist for the California Transportation Foundation Awards for multi-lateration flight tracking. TTAD is in competition with some other commercial service airports.

**PUBLIC COMMENT:** None

#### **CONSENT CALENDAR**

- Minutes: February 19, 2014 Regular Meeting
- Monthly Service Bills and Fees
- Financial Report
- Policy Revisions PI 506 Assignments, Transfers and Use of Hangars
- Disposition of Surplus Operations and Maintenance Vehicle

**PUBLIC COMMENT:** None

**MOTION #1 MAR-26-14:** Director Wallace moved to approve the items on the Consent Calendar. Director Hetherington seconded the motion. President Jones, Vice President Morrison, and Directors Hetherington and Wallace voted in favor of the motion. The motion passed.

#### **TRUCKEE FIRE PROTECTION DISTRICT PRESENTATION**

Mr. Smith stated that the District funded a couple of local firefighters to attend an Aircraft Rescue and Fire Fighting (ARFF) Academy in San Bernardino in October 2013. The firefighters gave a presentation. Battalion Chief Larry Ochoa introduced the two firefighters that went to the Academy, Firefighter Brandon Anderson, and Captain

Matt Parkhurst. Captain Parkhurst has been with Truckee Fire for 18 years and is the Captain at Station 96, located by the Truckee Airport. Firefighter Anderson is also stationed at Station 96 and has been with Truckee Fire for 10 years.

Firefighter Anderson gave the PowerPoint presentation. He stated that prior to this Academy, none of the firefighters have had formal ARFF training. He stated that because this is a general aviation airport, the firefighters are not required to be FAA certified, however, through this program, both Captain Parkhurst and Firefighter Anderson became FAA certified. Most of the training was hands-on with actual live scenarios. Firefighter Anderson went over several live scenarios they encountered during this training, such as fuel spills and engine fires. He stated that the bumper turret (attached to the ARFF vehicle) was significantly more effective in saving time, not only seconds, but minutes. He said that currently, Truckee Fire Protection District does not have that capability, but with the new ARFF truck, that will be one of the capabilities. President Jones questioned when the ARFF truck will be here. Firefighter Anderson stated that by this time next year, the truck should be here. Captain Parkhurst thanked the Board for sending him and Firefighter Anderson to the training. Battalion Chief Ochoa gave a review on how the Truckee Fire Protection District is going to apply the training to their schedule. Firefighter Anderson and Captain Parkhurst will develop a formal departmental in-service training program and lesson plan on ARFF to teach the other firefighters. Battalion Chief Ochoa stated that there is a lot of time spent on the training of the personnel.

Captain Craig Harvey, also with Truckee Fire, stated that the chassis for the new truck will be delivered to Minnesota at the end of April 2014, with the acceptance of the engine to come in December 2014. He expects the engine to be outfitted by February 1, 2015. Director Hetherington stated that the engine will be housed at the Airport Fire Station, but will be available for other off airport calls. Director Wallace stated that the main concern is that at any given time, there will be two active duty fire personnel trained on ARFF with ability to respond. Battalion Chief Ochoa stated that there will be, and eventually, everyone in the department will get trained on ARFF. The firefighters will not be officially certified, unless they are sent to the off-site ARFF training, but will be trained here by other firefighters. Captain Parkhurst stated that there has always been an aviation component to their training, but the recent ARFF class has enhanced that training.

**PUBLIC COMMENT:** None

#### **AIRSHOW UPDATE**

Mr. Smith stated that the AirShow is moving along very well.

**PUBLIC COMMENT:** None

#### **DISTRICT REVIEW AND DISCUSSION ON PROPOSED TRAILS SALES TAX MEASURE AND CONSIDERATION OF POSITION**

Director Wallace stated that at the February Board meeting, there was a public comment made asking the Airport District to consider endorsing the sales tax measure. Director Wallace has since joined the campaign committee. She would like the Board to consider endorsing the sales tax measure because of the number of trails and connectivity with the Airport and the Town of Truckee. Mr. Smith presented the website showing the other organizations endorsing this measure: [votefortrails.com](http://votefortrails.com). He stated that a public entity, such as the Airport District, can endorse a ballot measure, but cannot fund a measure.

**PUBLIC COMMENT**

Mr. Paco Lindsay, the Chairperson of the Committee for Trails, talked about the importance of the measure and he asked the Board to endorse the measure.

President Jones questioned what the trails program is expected to raise annually, if the measure is passed. Mr. Lindsay responded saying one million dollars per year over a ten year lifespan, for a total of \$10 million.

Mr. Andrew Terry encouraged the Board to endorse the measure. He also would like the Board to allow staff to use their titles in making individual endorsements. President Jones stated that the latter part of Mr. Terry's request could not be discussed at this Board meeting, because it is not on the agenda. District Counsel Collinson confirmed this.

**MOTION #2 MAR-26-14:** Director Wallace moved to request that the TTAD endorse Measure R within the Town of Truckee and give permission to be listed on the website. Vice President Morrison seconded the motion. President Jones, Vice President Morrison, and Directors Hetherington and Wallace voted in favor of the motion. The motion passed.

### **MULTI-USE HANGAR PROJECT REVIEW AND APPROVAL**

President Jones stated that the District is trying to evaluate whether or not the Airport can justify having a multi-use hangar here at the Truckee Tahoe Airport. The District is evaluating if money should be spent on this project. Mr. Smith said that C&S Companies was tasked with looking at the multiple components of a multi-use hangar, including: design, shape, fleet mix, staffing, etc. to help the Board make a decision.

Mr. Cory Hazlewood, with C&S Companies, conducted a needs assessment for a potential Hangar 3. He looked at the existing and future fleet mix of aircraft that was provided by the District, as well as the existing hangar layouts, and the budget information. The rental rates based on industry were also reviewed.

The three objectives of the needs assessment were as follows: determine justification for a transient aircraft hangar at the Airport, develop and evaluate alternative layouts, and assess return on the capital investment. Mr. Hazlewood went over the methodology of determining the objectives. C&S Companies looked at the targeted aircraft that would occupy the multi-use hangar from a transient base. He also identified the average trend line associated with the overall average of activity at the Airport. A table was also reviewed outlining potential aircraft that may use hanger three based on current point of sale overnight data from aircraft in 2013.

President Jones questioned if Mr. Hazlewood looked at revenue generation from a de-icing program. Mr. Hazlewood said it was discussed, but not completely looked at. Director Hetherington asked why the utility bill was only estimated to be approximately \$5000/year on a 15,000 square foot building. Mr. Hazlewood responded saying it depends on the type of heating, the amount of months the hangar is being heated, if aircraft are in the hangar, etc. There were a couple alternative locations that were considered on the airfield. One of the options would be to relocate or remove Hangar 2. President Jones stated that there would be a large cost associated with keeping Hangar 2 operational. He questioned the cost of putting Hangar 2 back into use. Mr. Stoner will get the answer to the Board. Mr. Smith pointed out that if Hangar 3 were to be built, then Hangar A09 will be leased to someone on the executive hangar waitlist. Mr. Hazlewood stated that the capital cost could be limited by looking at the different locations.

Mr. Hazlewood went over the layout of the hangar option. Director Wallace questioned the amenities on the interior of the layout, specifically the restrooms if there was a large event in the hangar. She also questioned if Mr. Hazlewood recommends having office space based on his experience with other facilities. Mr. Hazlewood stated that if this was a community events center, office space may not be the best way to utilize that space,

unless the District is really looking to increase their revenue. He also stated that the restrooms could be built for maximum capacity. Mr. Hazlewood stated that this hangar could also be used for disaster relief and emergency management efforts as well.

Mr. Hazlewood went over the estimation of return on investment (ROI). Director Hetherington questioned the insurance liability and cost to be able to have staff move all of these planes in and out of the hangar. Mr. Smith stated that staff is already moving aircraft in and out of buildings. He indicated that he will look at a policy for moving planes in and out of this new hangar to assure there is not a major cost difference. Mr. Hazlewood stated that if staff is already moving aircraft around, the increase in insurance would be very minimal.

Director Wallace questioned if the District can hold community events in the hangar and still meet the revenue numbers used in the ROI calculations. Mr. Smith stated that the community events are reserved months in advance, and it is unlikely that an event would occupy more than one night. Staff is looking at possibly assessing a fee to community event users, even non-profits, for an evening where staff needs to move an aircraft to the ramp for several hours. District employee Mr. Barrett is looking into the events over the previous years that could be held in the Hangar 3, such as Soroptishop in December. Director Hetherington would like to make sure that the District is not competing with the Recreation Center in terms of community events. She is concerned about the numbers and she is not comfortable making a decision at this time. She would also like to know how it fits in with all of the priorities of the District.

#### **PUBLIC COMMENT**

Mr. David Welsh, a resident of Northstar, stated that the report is titled "Needs Assessment", but does not address the needs, and instead develops an economic rationale for recapturing related expenses. He stated that part of the assessment stated that many GA facilities are struggling with the question of how to increase usage and how to secure the economic viability of their facilities. He asked the Board if they are seeking to increase the usage of the Airport. Mr. Welsh believes that people want a functioning airport facility, but not a huge number of operations over a particular time period. President Jones stated that Mr. Welsh may have interpreted the documentation a different way than was meant to be interpreted. Mr. Smith indicated that needs assessment relates to what type of aircraft needs to be accommodated and what kind of building will meet those needs. More work could be done on community usage and other potential uses.

Mr. Terry questioned why the Airport would want to build a facility that is designed for such big air frames, if Runway 11-29 can only hold so much weight. President Jones stated that there are a lot of factors with this. Mr. Terry stated that an indoor facility is attractive for security purposes, and that the planes that would be stored in Hangar 3 would not be used for night operations. He pointed out that the big community events will likely happen on the weekend, when the biggest aviation demand is happening as well. There might be a conflict between community and aviation use.

Ms. Jessica Fay, with Sierra Aero, commented on the overnight usage that Sierra Aero took in over the winter in Hangar 1. She estimated that in December, Sierra Aero stored approximately one aircraft in their hangar per week.

Mr. Ted Lipien questioned if the facility will increase aircraft traffic. He stated that the plane noise is changing the character of the community.

There was some discussion as to how large the bathrooms would need to be to accommodate large events. In the Recreation Center, the maximum capacity is 1000 people, with approximately 24 toilets/urinals. Director

Hetherington asked Mr. Steve Randall, the General Manager of the Recreation & Parks District, if it would be a problem for the Recreation Center if Hangar 3 was built. Mr. Smith stated that he will talk to Mr. Randall further about this.

Mr. Hazlewood stated that C&S Companies looked only at the recovery of the investment based on aircraft historically using the Airport. He stated that in the interest of building a Hangar 3 here, it is not always about capturing more aircraft, but about capturing the aircraft that are here already.

President Jones clarified the economic viability is for the proposed hangar only, not the Airport in total. The long term goal is to become self-sufficient economically, and not have to rely on federal tax dollars to support the Airport. He would like to pursue programs that either pay for themselves over time, are a benefit to the community, or have significant revenue generation, such as the warehouse. Mr. Hazlewood stated that the desire of the FAA to have airports strive towards self-sufficiency is true. Mr. Hazlewood said that he took a conservative approach to this needs assessment in projecting revenue

Mr. Smith read a previously received email from Director Van Berkem, who was absent at the meeting, stating that he said he is not in any hurry to approve this item this month, unless all questions can be carefully resolved, and it makes financial sense. It also needs to be safe and understand the uses the public wants the facility for. Director Van Berkem would like another month to discuss this.

Vice President Morrison stated that in 2014, the Board has \$375,000 in the budget for planning purposes for this proposed hangar. He does not believe that the Board is interested in increasing the number of operations to this airport. President Jones stated that the Truckee Airport is a regional airport, and he would like to make sure that all of the constituents are being heard.

Ms. Kathy Welsh, a resident of Northstar, stated that there already is a lot of airport noise, and it is almost inevitable to get more traffic if there is a Hangar 3 built. Vice President Morrison stated that this comment is similar to many from the community. He asked the general question, "should the Airport take care of airplanes while they are here, and create revenue and increase safety?"

Ms. Welsh questioned the tie-down fee for the smaller aircraft stating that it is not very much. Mr. Smith stated that there are other transient use fees, landing, fuel, and overnight fees as well.

Mr. Bullock stated that it is a misnomer that the aircraft operations are ever increasing at the Truckee Airport. They have been in decline for a long time, but in the last two years, there has been a gentle uptick of operations each quarter mostly in the turbojet and turboprop classifications.

Ms. Deborah Croyle stated that the needs assessment report stated that the hangar might increase traffic. She also finds it hard to believe that the District is going to spend \$375,000 in the design phase if nothing is going to be built. President Jones stated that there are proponents who believe that the number of operations will be reduced because the aircraft can stay overnight and not have to relocate. Director Hetherington noted that the C&S report did state that possible operations could increase should the hangar be developed. She also stated that she has heard that there are specific aircraft owners who choose to go to Reno or Carson and then drive up, but that they might choose to bring their aircraft here if the hangar is developed. President Jones agreed that the effect of building the hangar on operations was unknown.

Director Hetherington would like more community outreach before a decision is made. Vice President Morrison believes that Hangar 3 will have a positive impact for both the Airport and the community. Director Wallace questioned if there should be an Ad Hoc committee formed to help scope the next phase of work, with members

from ACAT, Board and staff. Mr. Smith stated that an Ad Hoc committee would be useful. Mr. Smith stated that not all of the \$375,000 would have to be released all at once, but a part of it could be used to start the architectural design of the building, as well as the analysis of what would happen with air traffic.

District Counsel Collinson read some texts he received from Director Van Berkem during the meeting. Director Van Berkem suggested more analysis, and before there is a design, answers are needed to guide the architect.

Mr. Welsh stated that the Airport needs a “needs analysis”. He said that the fundamental questions have not yet been addressed. President Jones observed that the consultant was asked to do a needs analysis on the economic viability of building the hangar. He was not asked to do a full and detailed pro forma.

Mr. Lipien stated that the community was never told if the new hangar would increase traffic or not. President Jones said that it is in the forecast that there will be an increase of traffic, regardless of whether or not there is a hangar. He would like to determine what impact the new hangar will have. He said that there are factors that can be used for a rational projection of future traffic.

Mr. Terry does not see this as a business proposition if the payback is in 42 years. He questioned the value to the Airport of the community hangar and if the community needs a redundant community room. He also asked the general question of if the 42 year payback is sensible for an undefined community benefit.

Ms. Dykstra stated that there are three separate areas to look at: the traffic impact, the community benefit, and the financial analysis. There is a lot more that needs to be done if the decision is going to be based on the financial piece, as the Return on Investment calculation provided in the report is rather “back of the envelope.” President Jones stated that the objective was to determine if the hangar is a viable option. Ms. Dykstra said that the financial aspect needs to be fine-tuned.

Mr. Peter Beaupre stated that there is more detail that needs to be looked at, particularly in the financials.

President Jones stated that he would like to move forward in addressing the three items brought up by Ms. Dykstra: the traffic impact, community benefit, and the financial analysis. Mr. Smith said that staff will start working on this. There will possibly be an Ad Hoc committee tasked with this at the April 23, 2014 Board meeting. The concern of President Jones is that the focus will wane. He expects a proposal or an outline on how to address the traffic issue, the community benefit and financial analysis issue from staff at the next Board meeting. Mr. Bullock stated that in relation to the traffic issue, a part of this was looked at through the Master Plan forecast.

Director Wallace read a text she received from Director Van Berkem during the meeting. Director Van Berkem agrees with staff and would like appropriate outside help working on the traffic, community benefit and the financials. He would like to see an Ad Hoc committee formed.

#### **RESOLUTION 2014-02 ADOPTING THE GREAT-WEST DEFERRED COMPENSATION PLAN**

Ms. Dykstra stated that the 457 plan was moved to Great-West Retirement Services. There needs to be a formal resolution that adopts the plan as it is.

**PUBLIC COMMENT:** None

**MOTION #3 MAR-26-14:** Director Hetherington moved to approve the Resolution 2014-02 of the Truckee Tahoe Airport District deferred compensation plan and waive the reading. Director Wallace seconded the motion. A roll call vote on this motion resulted in the following: Director Hetherington – yes, Director Wallace – yes, Vice President Morrison – yes, President Jones – yes. Director Van Berkem was absent. The motion passed.

## **AIRPORT COMPATIBILITY LAND USE PLAN (CLUP) FUNDING ASSISTANCE POLICY DISCUSSION**

Mr. Smith began by saying that the Rec & Park Center bidding for the aquatic center came in over budget, so it will go out to bid again. He gave the Board a draft policy instruction that would allow the Airport District to provide some funding for projects that have CLUP building requirements.

Director Wallace stated that she would like item number 9 of Policy Instruction 312: Funding Assistance – Comprehensive Airport Land Use Plan to remain. Item number 9 states: TTAD may consider other requirements and criteria at its discretion in considering funding proposals. She also questioned why the Board cannot vote on the policy at this time. Mr. Smith answered that there should be a funding request associated with the policy. He would like to see a proposal from the Rec & Park District first. Director Hetherington stated that the Alder Creek Middle School was approved prior to the 2004 CLUP and would not have been allowed in its location under that CLUP. Teachers in the portable 7<sup>th</sup> grade classrooms have told her that they periodically have to stop lecturing when aircraft fly overhead. Director Hetherington questioned if the school can be included in the policy, and if a unified school district meets the criteria of local agencies. Mr. Smith stated that if the Board wants to include the middle school in the policy, that is allowed, but it can only be the middle school, nothing else in Zone D. He also said that the school district is considered a local agency.

District Counsel Collinson stated that the bulk of the funding for the schools comes from property taxes and not the state. Mr. Smith stated that he will talk to the school district about the middle school.

Vice President Morrison asked for a brief update on what was the budget for the aquatic center, what the bids came in at, and how much of the bids were based on the CLUP zoning requirements. Mr. Randall stated that the project went out to bid for two bodies of water. The bids came in approximately \$2 million more than the Rec & Park District had to spend. The Rec & Park District had budgeted \$7.2 million for the project, with \$5.85 million for the construction, but the bids came in too far over budget. Due to the high bids, some things have been cut. He stated that the funding from the Airport is crucial. The project will go back out to bid in late April.

### **PUBLIC COMMENT**

Mr. Terry gave some suggestions on the funding review. He suggested adding in charitable organizations to item number 6 of Policy Instruction 312 which states: Funding consideration will be extended only to local public agencies, municipalities and local special districts, and not state or federal agencies. He also suggested adding to item 9 that the requirements be specific to mitigate any aviation nuisance impact. He stated that there were no requests for mitigation on the pool building for the aviation impacts. He suggested putting in better windows to soften the noise of overflights.

Director Wallace clarified her reason for keeping item nine on the policy. She stated she would like it there in the event that future potential requests come to the Board that are inappropriate. Ms. Dykstra stated that the number for the original proposal for the aquatic center was \$283,700.

Mr. Dan Kates, with the Truckee Aquatic Coalition thanked the Board for the lengths that they are going to in considering the idea of helping with the added costs.

Mr. Smith clarified that the policy allows the Board to consider all funding, but that the final amount is at the discretion of the Board. He clarified that the Airport district may not be able to fund the full cost of CLUP required improvements. He reiterated that the Land Use Commission and the Airport District are not related.

**BREAK:** At 8:42 p.m. the Board recessed for a short break. At 8:50 p.m. President Jones reconvened the meeting.

## **FLIGHT TRACKING SYSTEM AND FAA INTERROGATOR LICENSE UPDATE**

Mr. Bullock stated that the current flight tracking system actively interrogates aircraft using transponders. The current flight tracking Facility Transmitting Authorization will expire in December 2014. Staff is trying to integrate the flight tracking data with Oakland Center (ZOA), and they would like to get authorization to continue using the flight tracking system. Staff has been working on the Facility Transmitting Authorization (FTA) for the last 18 months. Mr. Bullock met with Senator Ted Gaines and his staff, and from that meeting there was a letter from Senator Gaines sent to Senators McClintock, Boxer, and Feinstein on behalf of the Truckee Airport requesting support at the federal level for the FTA. President Jones questioned what the support means. Mr. Bullock answered stating that it is a Memorandum of Agreement saying that staff is authorized to use the flight tracking system. Oakland Center is interested in seeing the aircraft on the ground at the Truckee Airport, and is in support of what staff is doing.

Mr. Bullock stated that the Plan B would be to go out to bid for a privately installed and authorized interrogator. Plan B is not preferred because it will cost some money. President Jones questioned if the FTA does not come, when does staff pull the trigger on Plan B to get it installed in time to meet the requirements. Mr. Bullock stated that the RFP is being built right now and hopefully will be completed by either June or July.

The site survey analysis for an RFP will be completed in approximately April or May and will detail the cost it would take the District to expand the flight tracking system to the south. If this happens, it may entice the FAA to move on the FTA license. Mr. Smith stated that the South Lake Tahoe Airport is interested in this, and they will possibly help with the funding. Mr. Bullock said that there are four antenna sites in the initial coverage analysis, one at the top of Northstar, one at Heavenly, one at Squaw and one on the ground at the South Lake Tahoe Airport. Mr. Smith stated that staff is doing a coverage analysis to see how the leverage can be maximized with the FAA to continue to interrogate aircraft.

**PUBLIC COMMENT:** None

## **MASTER PLAN CHAPTERS 1-3 REVIEW AND DISCUSSION**

Mr. Smith stated that the Master Plan is almost done. There are four complete chapters that are online. By May 1, 2014, the full Master Plan and the ALP set will be ready for public review. There will be a 45 day comment period for the public.

**PUBLIC COMMENT:** None

## **GENERAL MANAGER'S REPORT**

Mr. Smith went over the upcoming training opportunities. At the NBAA Conference in October, the Airport will be partnering at a booth with Bridgenet. Regarding the potential land lease with Clear Capital, President Jones stated that the major discussion is with the Town of Truckee and Clear Capital and JMA Ventures regarding what can be offered to entice Clear Capital to stay in town. Director Wallace questioned if there has been any change in the business model of Clear Capital. President Jones confirmed that they are considering a smaller footprint for the building. The other thing that is being evaluated is the opportunity to use revenue bonds as a financing alternative.

Mr. Smith reminded the Board that the Budget Workshop is on April 23, 2014 from 3:00-5:00 pm before the Board meeting. There are a couple Board members that need to update their ethics training.



Mr. Smith stated that if there are any projects that Directors feel are languishing on the project tracking list, they should come to Mr. Smith. Director Hetherington stated that she would like to see the Unicom enhancements and the endowment back on the list.

District Counsel Collinson stated that regarding training opportunities funded by the District, under AB1234, if a Board member or staff goes to a program, a brief report is to be given. He gave a quick update on the CSDA Conference attended by him and Mr. Smith for both of them stating that there was a lot of emphasis on the Brown Act and simplifying language in resolutions.

**PUBLIC COMMENT:** None

#### **CLOSED SESSION**

At 9:23 p.m., the Board entered closed session pursuant to government code section:

- CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (GOVERNMENT CODE SECTION 54956.9)  
The District's counsel has been informed by Steve Leonard, Legal Secretary, that a case against the District on behalf of Audrey McKenzie, has been filed in the United States District Court, Eastern District of California. The title and case number is not now known. A copy of Mr. Leonard's e-mail will be available pursuant to Government Code section 54957.5
- GOVERNMENT CODE SECTION 54957 – GENERAL MANAGER ANNUAL PERFORMANCE REVIEW

**PUBLIC COMMENT:** None

At 10:00 p.m., the Board recessed out of closed session and reported the following actions:

- CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (GOVERNMENT CODE SECTION 54956.9)  
The District's counsel has been informed by Steve Leonard, Legal Secretary, that a case against the District on behalf of Audrey McKenzie, has been filed in the United States District Court, Eastern District of California. The title and case number is not now known. A copy of Mr. Leonard's e-mail will be available pursuant to Government Code section 54957.5
- *Direction was given to staff.*
- GOVERNMENT CODE SECTION 54957 – GENERAL MANAGER ANNUAL PERFORMANCE REVIEW
- *Direction was given to staff.*

**BOARD MEMBER ANNOUNCEMENTS:** None

**PUBLIC COMMENT:** None

#### **ADJOURN**

**MOTION #4 MAR-26-14:** Director Hetherington moved to adjourn. Director Wallace seconded the motion. President Jones, Vice President Morrison, and Directors Hetherington and Wallace voted in favor of the motion. The motion passed.

At 10:00 p.m. the March 26, 2014 regular meeting of the Truckee Tahoe Airport Board of Directors adjourned.