

1 The following is a condensed version of the TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTORS regular
2 meeting held Wednesday, July 22, 2015 at the Truckee Tahoe Airport District Community Room, 10356 Truckee
3 Airport Road, Truckee, California at 4:30 p.m.

4 **CALL MEETING TO ORDER:** 4:32 p.m.

5 **DIRECTORS PRESENT:** President John B. Jones Jr.
6 Vice President Lisa Wallace
7 Director Jim Morrison (Left meeting at 8:50 PM)
8 Director Mary Hetherington
9 Director Tom Van Berkem

10 **DIRECTORS ABSENT:** None

11 **STAFF PRESENT:** Mr. Kevin Smith, General Manager
12 Mr. Phred Stoner, Director of Operations & Maintenance
13 Mr. Hardy Bullock, Director of Aviation and Community Services
14 Ms. Sally Lyon, Director of Finance and Administration
15 Mr. Brent Collinson, District Legal Counsel
16 Mr. Mike Cooke, Aviation and Community Services Manager
17 Mr. Marc Lamb, Aviation and Community Services Program Coordinator
18 Mr. Mike Barrett, Safety Coordinator
19 Ms. Lauren Tapia, District Clerk

20 **VISITORS PRESENT:** 25

21 **SPECIAL ORDERS OF BUSINESS:** None.

22 **PUBLIC COMMENT:** None.

23 **CONSENT CALENDAR**

- 24 • Minutes: June 24, 2015 Regular Meeting
25 • Monthly Service Bills and Fees
26 • Monthly Financial Report
27 • PI 204 – Conflict of Interest Policy
28 • PI 207 – Board Meeting Date, Time and Location Policy

29 District Counsel Collinson requested to pull Tab 5, PI 207 – Board Meeting Date, Time and Location Policy
30 Instruction.

31 **PUBLIC COMMENT:** None.

32 **MOTION #1 JULY-22-15:** Director Van Berkem motioned to approve the June 24, 2015 Regular Meeting minutes,
33 Monthly Service Bills and Fees, Monthly Financial Report, PI 204 – Conflict of Interest Policy Instruction. Director
34 Morrison seconded the motion. President Jones, Vice President Wallace, Directors Morrison, Van Berkem, and
35 Hetherington voted in favor of the motion. The motion passed.

36 District Counsel Collinson added clarification and changes to PI 207 as requirements were recently added to the
37 Brown Act. Changes were duly noted.

38 **PUBLIC COMMENT:** None

39 **MOTION #2 JULY-22-15:** Vice President Wallace motioned to approve PI 207 as amended by District Counsel
40 Collinson. Director Morrison seconded the motion. President Jones, Vice President Wallace, Directors Morrison,
41 Van Berkem, and Hetherington voted in favor of the motion. The motion passed.

42 **HANGAR 3 COMMUNITY OUTREACH RESULTS PRESENTATION**

43 Mr. Smith stated that earlier in the spring, it was suggested by Director Van Berkem that additional outreach be
44 conducted with Non-Profits for the potential multi-use hangar building (Hangar 3). Mr. Smith stated the objective
45 of tonight's presentation is for the Board and for general public to hear the results of the outreach and to hopefully
46 give guidance to the Board to help make an ultimate decision on the project. Choosing an option is one of the next
47 steps in crafting the Concept and Budget report for the building.

48 Ms. Seana Doherty, with FreshTracks Communications, gave a public input summary presentation for Hangar 3. Ms.
49 Doherty noted that the outreach questions for Hangar 3 have been asked in various ways and formats to gather
50 opinions on the building over the past several years. Ms. Doherty stated that with the recent spring-summer 2015
51 outreach, her team met with the Hangar 3 Ad Hoc Committee to help craft the questions, the process, and deciding
52 which non-profits they wished to interview, to ensure Board input was involved with developing the outreach. Fifty
53 non-profits/service clubs were interviewed, and 232 individuals responded to the FlashVote survey, which also
54 garnered 120 comments. Additionally, six (6) comments were submitted online via the District website. Ms.
55 Doherty provided printed handouts that contained all 120 comments received on FlashVote and comments
56 received by the non-profit/service clubs that were interviewed.

57 Ms. Doherty presented the list of non-profit/service clubs her team interviewed and the set of questions they
58 asked those organizations. 76% of those organizations stated that they would use the multi-use hangar if it is built
59 by the District. Please refer to the District website (Board Documents – 7/22/2015 meeting – Tab 6) for the specific
60 responses made by each non-profit/service organization and FlashVote comments for Hangar 3. Ms. Doherty
61 stated that of those surveyed, estimated space needs are sites that can hold 100-400 people. President Jones
62 inquired about potential issues with the CLUP and buildings that host 200 or more people. Mr. Smith stated that
63 there is, and that there is a list of mitigation measures that are required for buildings that have a capacity of 200 or
64 more people. Ms. Doherty continued and noted and that year-round use is needed, but the greatest need is in the
65 fall and winter seasons. Overall, those that were interviewed, were enthusiastic about the project.

66 **PUBLIC COMMENT:** Mr. Lou Renkins, Homewood resident, inquired about the non-profits that were interviewed.
67 Mr. Renkins commented that very few non-profits/service clubs that are based in Placer County were interviewed.
68 Ms. Doherty stated that the majority of non-profits/service clubs interviewed are based in Nevada County, and
69 some serve in Placer County. Mr. Renkins noted that two-thirds of the District's property taxes come from Placer
70 County, and that time should have been invested interviewing organizations based in Placer County.

71 Mr. Kevin Lyon, creator of FlashVote, provided an overview of the FlashVote polling program that was used in the
72 spring-summer 2015 Hangar 3 outreach. FlashVote is widely popular and used frequently by Incline Village General
73 Improvement District (IVGID); The Town of Truckee will soon be utilizing FlashVote as well. Mr. Lyon stated that
74 FlashVote is the only citizen engagement tool that engages the busiest citizens, collects scientifically valid and
75 unbiased data, gets actionable results in days or hours, and requires minimal to no staff effort. Mr. Lyon noted that
76 each user that signs up with FlashVote is geo-tagged, which will allow Districts be able to filter results by county,
77 town, etc. Mr. Lyon explained the multiple filters that can be applied to the survey results, for example Male vs.
78 Female and the word map format.

79 Director Hetherington noted that with FlashVote it is not a "random" survey, and asked how that might change the
80 statistical results of the survey. Mr. Lyon stated that with a traditional survey (i.e. Godbe) there is not an "opt in"
81 bias, as they randomly call individuals and see a response to the survey. Mr. Lyon stated that FlashVote has an "opt
82 in" bias as in people choosing to sign up and participate in future surveys.

83 Ms. Doherty stated that multiple publicity efforts were made for the FlashVote survey. Sierra Sun ads were created,
84 FlashVote business cards (with the survey link printed) were passed out at the AirShow as well as other events, and
85 placed in several easy accessible areas in the Terminal building. The survey was promoted on the website,
86 Connected Newsletter, E-Blasts and on the District Facebook page.

87 **PUBLIC COMMENT:** Ms. Linda Morris, Northstar community resident, stated that she is a regular commenter of
88 annoyance and believes Hangar 3 would not serve the best interest of the community. Ms. Morris questioned the
89 aeronautical use of Hangar 3, and how it would impact (increase) operations at the Airport and how the District
90 would pay for the maintenance of the building.

91 Mr. Andrew Terry, Truckee resident and ACAT member, stated that the multi-use hangar is being presented to the
92 community in an unconstrained manner. The conflict between non-aeronautical and aeronautical use is great, and
93 inquired how that would be handled.

94 President Jones reminded the public that tonight's meeting was to review a series of outreach results to
95 understand what type of building the community wants. President Jones noted that there have been multiple
96 outreach efforts made over a span of several years; regarding operational impact, the District is conducting a
97 Demand Drivers study which will be analyzing that question. President Jones expressed that the size of the Hangar
98 would not limit (increase or decrease) the size of aircraft that arrive/depart out of Truckee, the length of the
99 airport's runways do that.

100 Mr. Renkins noted that the Truckee Tahoe Airport is one of the more dangerous airports in the region, and inquired
101 about the total de-icing process that would occur at the Airport, as it needs to be addressed and well thought out.
102 Mr. Renkins also inquired about the deicing process of the smaller GA aircraft.

103 Mr. Leigh Golden, Truckee resident and ACAT member, stated that reaching out to various organizations regarding
104 the hangar was a good idea. Mr. Golden stated that he has had conversations with many people around the
105 community and the desire of a commercial kitchen is great. Mr. Golden also noted that labeling the Truckee Tahoe
106 Airport as "dangerous" is inaccurate, but that pilots need to be skilled to fly in and out of here.

107 Ms. Melody Rebbek, with the Truckee Chamber of Commerce, stated that there is a serious lack of community
108 meeting and event space within Truckee. Ms. Rebbek fully supports the construction of the multi-use hangar.

109 Ms. MC Larson, Truckee resident, inquired about the executive hangar project, as the District has a long standing
110 waitlist for those hangars.

111 Mr. Hardy Bullock read a written public comment submitted via email by Mr. Ted Lipen, Truckee resident. (A copy
112 of Mr. Lipen's email is attached at the end of the minutes.)

113 Director Hetherington stated that the Hangar **was always proposed as 120' by 120', to house some of the biggest**
114 **aircraft that come to the airport and she is still not clear about the actual number of those aircraft, and if we should**
115 **be designing for that size.** Regarding an increase in operational traffic, Director Hetherington noted that there has
116 not been data gathered on that subject in the last two years. The question keeps returning to the loop of increases
117 in services leading into an increase in operational traffic, that question has yet to be answered as well. Director
118 Hetherington inquired about the status of a use policy for the building that would guide how to balance
119 aeronautical and non-aeronautical use. Director Hetherington commended FreshTracks Communication on their
120 thoroughness of their outreach report.

121 Director Van Berkem agrees with Director Hetherington regarding the use policy of Hangar 3, and that needs to be
122 crafted before he can make a decision. Director Van Berkem stated he was impressed with the demand of Hangar 3
123 with community use. Due to the demand, Director Van Berkem inquired about having a building dedicated only for
124 community use.

125 Director Morrison stated that tonight’s discussion has been a multiyear process, and they have yet to decide on
126 anything. There have been multiple financial and fleet analysis that have been conducted for Hangar 3. Director
127 Morrison encouraged the public to submit additional comments regarding Hangar 3.

128 Vice President Wallace stated that even if the District has a de-icing system, de-icing is not a safety guarantee for
129 the Airport. Vice President Wallace expressed that the Board, staff and the Ad Hoc committee should look carefully
130 if Community Use and Aeronautical use of the Hangar 3 can realistically be combined. Vice President Wallace
131 stated her disappointment of the lack of presence from the community at tonight’s Board meeting to show support
132 (for or against) for Hangar 3, especially after fifty non-profit interviews, personal invitations, reminders and
133 advertisements in multiple local outlets/publications.

134 President Jones stated that he has done a lot of research of chemical de-icing, and believes it would not be the
135 right fit for the Truckee Tahoe Airport, but rather infrared heating would be more appropriate.

136 Mr. Smith stated that the next Hangar 3 Ad Hoc meeting will be next week. Mr. Smith reminded the Board that the
137 ultimate goal of picking a building option is to help craft the concept and budget report. Mr. Smith noted that
138 District staff has already crafted a draft Hangar 3 Use Policy, which will be reviewed by the Ad Hoc committee next
139 week.

140 Director Wallace asked that the Ad Hoc committee take all this information, public comment and Board input and
141 come back with a recommendation for the Board. She thanked them for all their hard work. There was Board
142 consensus to move that direction.

143 **CAL FIRE/WADDLE RANCH PRESCRIBED BURN DISCUSSION**

144 Mr. Jeff Dowling, Cal Fire, explained the vegetation management program (VMP) and the proposed
145 implementation of a prescribed burn for Waddle Ranch. It was stated that prescribed burns currently are solely
146 used as a fuel reduction tool. Mastication and other mechanical treatments can also be used. Due to air
147 quality/resource availability, fewer than 20,000 acres are treated with fire each year. Mr. Dowling stated that
148 weather and fuel conditions must be as stated in the burn plan, as it can’t be too dry or too windy. All allotted
149 resources for fire suppression must be available (3 engines, 20 personnel, and a control line must be in place). Mr.
150 Dowling stated that they do not burn large parcels of acres a day, typically they only burn 10 acres a day (1 acre an
151 hour), and that the winds have to be within 2-6 mph. The proposed prescribed burn for Waddle Ranch is 60 acres,
152 though Mr. Dowling believes they will only realistically be able to burn 10-20 acres due to personnel availability and
153 ensuring the right weather conditions are in play.

154 Director Morrison inquired how the recent rains affected the condition of our land (possible decrease in fire
155 danger). Mr. Dowling stated that on a site specific basis the rains have helped, but if our area receives a dry spell of
156 a week with winds the positive effects of the recent rains will diminish.

157 Director Morrison stated that the community is entering a new era with fire danger as it’s becoming a big threat to
158 everyone. Director Morrison believes that the District should be progressive and set an example of using control
159 burns as a fuel reduction tool. Director Morrison is in support of the use of a control burn in Waddle Ranch.

160 **PUBLIC COMMENT:** Mr. Terry questioned the carbon emissions of control burns. Mr. Terry also stated that there
161 could be a potential political blow back by participating in a controlled burn in Waddle Ranch.

162 Ms. Joanne Roubique, with the US Forest Service, stated that she is here with her smoke ecologist. The US Forest
163 Service is working very aggressively to predict smoke events when the area gets wildfires. The Truckee Tahoe area
164 has been the lucky recipients of smoke events with surrounding fires, and the intensity of the recent fires have
165 been increasing over the years. Ms. Roubique stated that she continues to be impressed with the District’s forestry
166 management of their property.

167 Vice President Wallace stated her support in conducting a prescribed burn in Waddle Ranch. Vice President
168 Wallace acknowledged the integrity of the Forestry Management Plan and stated that the District should not drift
169 off of the plan. Director Van Berkem stated that fire prevention should be a priority.

170 **Mr. Lee Tarnay**, Smoke Ecologist and Truckee resident, stated that he helps facilitate fires on a landscape level.
171 Land owners want treatment that will slow a fire down, which is why a control burn is a desirable tool. It was stated
172 that most carbon is in the soil and in trees, with control burns very little carbon is emitted into the atmosphere.

173 Director Hetherington stated that she is in support of the project, but stated that it is very valuable to supply
174 notifications to the community that control burns will be taking place. Especially for individuals that are sensitive to
175 smoke.

176 President Jones recommends this proposal be placed in the consent calendar for the regular August Board meeting.

177 Mr. Bullock presented an opportunity for the District to participate by being a sponsoring agency and lead an effort
178 to create a fuel break between the Airport and the Glenshire community. It would need to gain the support and
179 participation of multiple property owners and HOA's in order for this effort to be successful.

180 Vice President Wallace stated that the proposed fire break should have a more complex and thorough plan,
181 equivalent to the forestry management plan the District utilizes for Waddle Ranch, in order to garner her support.

182 President Jones inquired if the potential fire break would enhance the privately owned properties to potentially
183 build more home structures. President Jones continued to state that if it allows more homes to be constructed
184 under the Airport's flight path, he would not be in support of the proposed project. President Jones expressed he
185 would be more supportive of purchasing some of the land for open space.

186 **AIRSHOW UPDATE**

187 Mr. Smith stated that a full recap of the Airshow will be made at the August meeting. There were no claims of
188 injury and every aircraft that took off landed. During the course of the day there were 12,000 – 14,000 attendees at
189 the event. Overall, it was a well-attended and safe event.

190 **PUBLIC COMMENT:** None.

191 **ACAT REPORT AND MEMBER SELECTION PROCESS AND TIMELINE**

192 Mr. Bullock gave a recap of the July ACAT meeting. Mr. Bullock stated that Member Combs updated the group on
193 the Mountain Top AWOS System. The members decided to engage the current airport vendor, VIASALA for a price
194 quote. The Trails subcommittee updated the members on the progress of the trails masterplan, and Member
195 Golden shared his perspective of the Redbird Sky Hawk test flight. Mr. Bullock noted that the ACAT members
196 moved the meeting time to 10:00 A.M. and the orientation of the meeting to a "roundtable" configuration held in
197 community room B.

198 Mr. Bullock stated that the ACAT member selection process for 2015 is beginning. Member Golden and Member
199 Terry's term is complete September 1st of 2015. Member Terry has stated that he will not be seeking
200 reappointment, but that Member Golden will be submitting a letter for reappointment. Advertisements have
201 already started to air on Truckee Tahoe Radio. Submission packets of applicants are due September 4th by 5:00 PM.
202 A summary of the submissions will be disseminated to the Board September 4th by 6:00 PM. ACAT candidates will
203 conduct a 3 minute presentation at the September 30th Board meeting. After the presentations, the Board will
204 conduct a discrete poll which will be totaled by District Counsel Collinson. Mr. Bullock noted that ties will be
205 subject to a run off.

206 Mr. Bullock stated that he will be reviewing with applicants and current ACAT members about the responsibilities
207 and duties required to be an effective ACAT member. Mr. Bullock noted that there has been some attendance

208 issues that have arisen in the group. Director Hetherington inquired about increasing the number of members,
209 which might help increase projects, especially if there has been an increase in applicants each year. Director Van
210 Berkem indicated that in past ACAT groups, members could only miss a certain number of days. Mr. Bullock stated
211 that he will be bringing to the Board some suggested changes to the ACAT bylaws that pertain to attendance. The
212 suggested changes will add even more clarity between excused and unexcused absences.

213 **PUBLIC COMMENT:** Mr. Terry stated that ACAT should not have any more than six (6) members, as any more
214 would be too much and that it would make it difficult for everyone to participate.

215 **QUARTERLY COMMUNICATIONS REPORT**

216 Mr. Mike Barrett stated that the District's current communication methods are through newsletters, the website,
217 e-news, social media, and the local press. Mr. Barrett stated that the website is down 3,000 views from quarter 1,
218 though the webcam continues its popularity on the website with over 11,000 views. There are 584 current
219 subscribers of the District's e-news, which has an open rate of 54-64%. There were over 20,000 copies of The
220 Connected newsletter mailed out at the end of June. The Connected highlights events and news stories that are
221 happening currently, it is bright, colorful and a useful tool. The District was highlighted 11 times in the local press
222 this past quarter. Mr. Barrett highlighted the District's social media presence on Facebook. As of July 1st, the
223 District's Facebook page has 141 "likes", and one of its posts reached over 6,000 people. Mr. Barrett shared the list
224 of community events the District participated in as well as a list of appreciation letters the District had received.

225 Ms. Doherty highlighted the Tranquility Campaign, this campaign's purpose is to educate pilot owners and the
226 community about flight path options that have the least impacts. Also the campaign publicizes District values, and
227 is published in local outlets, the Tranquility video is on the website and on the District Facebook page. There are
228 also multiple posters throughout the terminal building. Ms. Doherty played the Tranquility video for the Board.

229 Ms. Doherty explained The Business of the Airport is YOUR Business campaign. This campaign highlights all of the
230 studies that are currently taking place: Safety Management System Initiative, Demand Drivers Study, Executive Box
231 Hangar Study, Primary Management and Compliance Initiative, and the Airspace Assessment Study.

232 Director Hetherington inquired if the Tranquility Campaign will be only running in the summer or if it will be year
233 around. Ms. Doherty stated that it is initially only for the summer. Mr. Bullock stated that there has not been a
234 budget item secured for it to run the entire year, but it can be presented at the budget workshop to secure it as a
235 year round campaign. Director Van Berkem stated that a conversation should be had about Managed Growth, but
236 also Managing Noise Annoyance.

237 **PUBLIC COMMENT:** None

238 **QUARTERLY OPERATIONS AND COMMENT REPORT**

239 Mr. Cooke stated that the July agenda stated that he would be giving a monthly report, which is incorrect. Mr.
240 Cooke stated that he will be presenting the quarterly operations and comment report. Mr. Cooke updated Director
241 Van Berkem on the arrival cameras. The additional cameras have been installed and will be night tested tonight
242 and refined over the next upcoming days.

243 Mr. Cooke stated that the **Truckee** Tahoe **region** saw the summer season shift much earlier than in years past. As
244 the area has seen excellent weather and perhaps a more robust economy, which are possible contributors to the
245 increased operational numbers. Additionally, the suite of technology which captures activity has improved
246 considerably since August of 2014, so there is a strong likelihood fewer operations are being missed in the
247 reporting. Mr. Cooke stated that the airport is up 40% operationally compared to Q2 2014. Mr. Cooke presented a
248 matrix of the top 20 aircraft models visiting the airfield during the quarter. The leader among the aircraft models is
249 the Pilatus PC12 turboprop. Mr. Cooke stated that with outreach to smaller operators who don't already own a
250 PC12, many are making plans to add the aircraft to their fleet. Mr. Cooke stated that Surf Air represents

251 approximately 35% of the total operations of the Turbo Prop aircraft. Mr. Smith added that staff has seen a
252 decrease in other operations (i.e.: Jet Suite) as Surf Air has increased in popularity and in operations. Director Van
253 Berkem inquired about conducting a Surf Air passenger outreach to see if those passengers traveled to Truckee
254 with other operators prior to their Surf Air membership. Mr. Smith stated that staff can reach out to Surf Air and
255 discuss an outreach effort that could provide Director Van Berkem's requested information.

256 Mr. Cooke explained the Jet Analysis portion of his report. Jets greater than 50,000 pounds are typically the Global
257 Express, the Gulfstream 4 and 5's, which garnered 20 total operations (ten landings and take offs) for Q2 2015. As a
258 whole, jets were 8.5% of the quarterly sum. Jet operations totaled 558 operations and generated 29 complaints for
259 Q2 2015, yielding an operations to comment ratio of 19. Of the 29 complaints, eight were determined to be non-
260 compliant and outreach to flight crews and operators ensued.

261 Regarding Night Operations, Mr. Cooke stated that the recent ACAT recommendation to change the advertised
262 voluntary curfew times to 10:00 PM – 7:00 AM have been largely accomplished. A confirmation from the FAA has
263 been received that the change is in process in their publications. District controlled print and media have been
264 updated. Mr. Cooke stated that for reporting purposes the fly quiet incentive times (11:00 PM – 6:00 AM) were
265 used for the report. 43 night operations occurred during the 11:00 PM – 6:00 AM time frame; all but three (3) were
266 medical helicopter movements. Of the three (3), two (2) jet departures occurred before 6:00 AM. One (1) piston
267 departure occurred just after 6:00 AM and was compliant with their lease incentives. No fly quiet incentives were
268 revoked.

269 Mr. Cooke stated that 82 comments were generated from 22 households representing eight (8) residential areas
270 near the airport. Three (3) commenters were first time commenters. The majority of households made multiple
271 comments. Two (2) households represented 28 of the total comments. Olympic Heights was the most impacted
272 neighborhood followed by Prosser Lakeview. Olympic Heights comments **were more concerned about** Piston
273 aircraft **than by jet aircraft** 3 to 1, while Prosser comments are more often concerned over departing jets. Mr.
274 Cooke stated that ramp outreach efforts continue with emphasis on Fridays and Sundays during the summer peak
275 season. Mr. Cooke stated that some of the difficulties of pilot outreach is documenting it, as one can be talking to a
276 multitude of operators within a short period of time. Mr. Cooke commended Mr. Jon Van Roo (who is conducting
277 most of the high season outreach days: Fridays and Sundays) on his level of documentation of his outreach efforts.

278 Mr. Cooke explained that runway utilization plays a significant role in annoyance. Runway 29 was the source for the
279 majority of comments for Q2 2015 with departures continuing to generate the highest numbers of comments.
280 Community members received either return email confirmations or call backs regarding their complaints for 82 of
281 the 82 comments. Staff made itself available for follow-up and discussion to all community members during the
282 quarter and staff periodically checks with regular commenters on their preferred method of follow up. President
283 Jones inquired on the amount of phone complaints versus email complaints. Mr. Cooke stated that approximately
284 20% are complaints via phone. Director Hetherington inquired if the District enrolls individuals who make
285 comments via email into the "e-blast" database. Mr. Bullock stated that enrolling commenters into the e-blast
286 database is not a current process. Mr. Bullock stated that staff can ask if those individuals would like to be enrolled
287 to receive e-blasts. Mr. Cooke stated that the majority of the commenters wish to seek aircraft tail numbers, the
288 current data collection policy prohibits staff from disclosing that information to commenters, and typically staff
289 refers those callers to the website Flight Aware to seek out that information.

290 Mr. Cooke stated that earlier in the evening, he spoke with two Northstar community members who are high
291 volume commenters, which were present for the Hangar 3 presentation. Through the discussion, the community
292 members disclosed their perception of staff, as they feel they only receive "lip service". Mr. Cooke stated that he
293 discussed openly to the community members what staff is working on, what the Board of Directors do and have
294 done, and current studies and projects that are underway additionally an invitation is always made to individuals to
295 voice their concerns at the monthly Board meetings. Mr. Cooke explained that when an aircraft is on left downwind
296 (which impacts the Northstar community), often times outreach is not conducted if their approach is deemed as
297 compliant. Being compliant is based on a number of factors, specifically southerly winds and how that effects their
298 final turn on arrival. Due to compliant approaches not being outreached, the Northstar community members

299 interpreted the lack of outreach as Staff and the Airport are making every attempt to make the Truckee Tahoe
300 Airport operationally larger, attracting more aircraft, larger jets and that the District has a financial incentive of gain
301 in the number of operations (i.e. Staff getting paid more if operations grow).

302 President Jones inquired what information could be given to those types of community members that would
303 improve their perception of the District and its staff members. Mr. Bullock stated that there are multiple houses
304 that are literally under the base turn for final approach to runway 29, there are no other options for those
305 operations to land on runway 29 without flying over those households. Director Morrison stated that those are two
306 different types of complaints, there are perception complaints (i.e.: the community members from Northstar) and
307 there are complaints that the District can do little about (i.e.: households that live under a flight path). Director
308 Morrison stated that the Board and staff should officially state in writing (possible policy) that the District is not
309 purposely trying to grow airport operations, because the community perception of the District is completely
310 opposite of that statement. Vice President Wallace stated that some of conversations staff has with commenters
311 are repetitive, difficult and stressful conversations to have. Vice President Wallace suggested training and support
312 for staff specifically designed for communicating with extremely difficult individuals where there is little to no
313 solutions for those individuals.

314 Mr. Cooke wished to respond to President Jones' original question; Mr. Cooke stated that the most prominent
315 request of information made by commenters is operator information (tail number, name, phone, etc.). Director
316 Morrison stated that he would like to know how other Airports handle operator information requests, as he feels
317 uncomfortable about TTA supplying private information to annoyance commenters.

318 **PUBLIC COMMENT:** None.

319 Director Morrison left meeting at 8:50 PM.

320 **BREAK**

321 The Board took a five minute break at 8:50 PM. President Jones reconvened the meeting at 8:56 PM.

322 **SURF AIR LEASE AND COMMERCIAL OPERATING PERMIT**

323 Mr. Bullock stated that there are two components to the lease with Surf Air, a ground lease (gives Surf Air the
324 ability to store equipment and have a presence within the terminal) and the operating agreement (defines the fee
325 the District charges Surf Air in exchange for binding them to the signatory incentive of meeting the voluntary
326 curfew and following the noise abatement procedures). Mr. Bullock stated that Surf Air is subject to the same fees
327 as any other operator. Mr. Bullock indicated that overall, the District has a good working relationship with Surf Air,
328 but that there are pieces of the relationship between Surf Air and the District that could be better defined and
329 improved clarity added, one example is Surf Air's scheduling of their routes. Mr. Bullock stated that Surf Air is
330 backed by numerous venture capitalists, and the company is expanding rapidly. Which results in decisions being
331 made in a private market place type of way. Mr. Bullock noted the strong language in their lease outlining the
332 relationship of notifying the District when their schedule changes. Surf Air's business model most closely resembles
333 a carpool concept.

334 President Jones inquired about the amount of flights Surf Air had last year, and how much they paid last year. Mr.
335 Bullock stated that they paid around \$5,000 last year, the new lease they will pay \$18,000 this year. Mr. Bullock
336 noted that Surf Air had about 40 operations a month last year, and will peak this August at 82 operations. Vice
337 President Wallace requested more information regarding the issues staff has had with their scheduling. Mr. Smith
338 stated that there has been inadequate communication regarding scheduling, but that situation is improving.
339 Director Van Berkem noted the percentage of growth in operations of Surf Air, could be an example of a topic
340 within the Managed Growth discussion. President Jones stated that the District could decline to sign a contract
341 with Surf Air, but then the District would not have any influence how Surf Air gets in or out of the Airport. Mr.

342 Bullock stated that Surf Air is entitled to all of the services that are provided to any other operator, the District
343 cannot rate or incentivize them out of operations, that act would be discriminatory.

344 Director Hetherington inquired about the number of annoyance comments the District have received on Surf Air
345 operations. Mr. Cooke stated that there have been a handful of comments over the last 5-6 months, they are
346 almost exclusively in compliance. Director Hetherington inquired the reality of Surf Air leaving really early or late,
347 as they receive a 25% break to not fly in those early or late hours. Mr. Smith **stated that** so far Surf Air hasn't
348 needed to leave really early or late. Mr. Bullock stated that there might be a need to have an early morning
349 departure, but that all hinges on the demands of their members, currently there is not that need.

350 Mr. Smith requested to add language to section three stating that Surf Air will assist the District to understand
351 customer profile data and airport usage data through surveying of their members. This information will help to
352 understand operational impact at the Airport.

353 **PUBLIC COMMENT:** None

354 **MOTION #3 JULY-22-15:** Vice President Wallace motioned to approve Surf Air's **one year** Lease and Commercial
355 Operating Agreement with the additional language to Section 3 made by Mr. Smith. Director Hetherington
356 seconded the motion. President Jones, Vice President Wallace, Directors Van Berkem, and Hetherington voted in
357 favor of the motion. The motion passed.

358 **AMENDMENT TO WADDLE RANCH CONSERVATION EASEMENT, GRANT OF EASEMENT TO LIBERTY UTILITIES**

359 District Counsel Collinson stated that one of the restrictions in the conservation easement held by the Truckee
360 Donner Land Trust of Waddle Ranch was that no further construction or improvements will take place on the
361 property, including an expanded utility easement. District Counsel Collinson stated that Liberty Utilities is
362 upgrading the utility line that runs up Hwy 267 (with part of the line inside Waddle Ranch) and is requesting an
363 additional 15 feet to their existing 25 foot wide easement. After negotiations between Tahoe Donner Land Trust
364 (TDLT), Placer County, and the District it was to agree to amend the conservation easement to allow for the
365 expanded easement to be created. Liberty Utilities also agreed to increase the compensation paid for the
366 easement. District Counsel Collinson explained the three documents the Board needs to approve: The Agreement
367 to Amend the Conservation Easement, the Agreement for Acquisition of [Utility] Easement, and Grant of Easement.
368 District Counsel Collinson noted that as a public utility, Liberty Utilities possess the power of eminent domain, and
369 stressed that the Board should try to avoid that process.

370 District Counsel Collinson stated that due to Director Van Berkem being a non-salaried member of the Tahoe
371 Donner Land Trust a **501 C 3 non-profit organization**, Director Van Berkem can vote to approve the execution of
372 each of the three documents, but Director Van Berkem's vote does not count.

373 **PUBLIC COMMENT:** None.

374 Vice President Wallace stated that she has some concerns about Liberty Utility doing appropriate construction.
375 Director Van Berkem stated that he shares the same concern, as there have been problems with utility forestry
376 management in the past. District Counsel Collinson stated that there are requirements with the EIS/EIR that has
377 been prepared in the Amendment of **Grant** of Easement and the Grant of Easement that Liberty Utilities will have
378 to adhere to (*all applicable mitigation measures and applicant proposed measures incorporated or described in the*
379 *"California Pacific Electricity Company" within said easement and surrounding property, and such mitigation*
380 *measures and applicant proposed measures are hereby incorporated by reference into, and made a part of, the*
381 *Grant of Easement*). Vice President Wallace inquired about the enforcement of insuring Liberty Utilities adheres to
382 the mitigated measures. District Counsel Collinson stated that if Liberty Utilities does not comply, either the
383 District, the Land Trust, or Placer County can conduct the cleanup and then seek cost recovery from Liberty Utilities
384 via the Court.

385 Director Hetherington shared some concerns about the segmentation of the project. Mr. Phred Stoner stated that
386 there is a global picture of the project in the EIR. Director Hetherington stated that she would probably vote against
387 the agreements due to this being the first time she has heard about the project, and due to the large amount of
388 public comments that were stated in the Tahoe Basin regarding the utility upgrades, as well as not knowing the
389 responsibilities the District has with the Jones' property. Director Hetherington stated that by **doubling the**
390 **capacity of the** electricity into the Tahoe Basin, the Ridge Top, Squaw Valley and Alpine Meadows that it could
391 increase developmental opportunities which could increase operational traffic at the Truckee Tahoe Airport.
392 President Jones stated that he would like to continue the discussion (and possible vote) of the easement
393 agreements to a meeting when all Directors are present, and Director Morrison has left the meeting.

394 President Jones inquired about the difficulty Liberty Utilities has with eminent domain. District Counsel Collinson
395 stated that due to tonight's open discussion, all he is willing to state is that Liberty Utilities has the right to pursue
396 eminent domain. Vice President Wallace stated that she would like to understand the next level of detail regarding
397 the restoration process of the project and who is in charge of making sure it happens correctly. President Jones
398 noted that the Board has come to the consensus of trying to understand the demand drivers of operations at the
399 Airport, and is trying understand what managed growth is at the Airport, which has yet to be defined by all Board
400 members. President Jones stated that Board members using Liberty Utility's power line upgrade as a tool to limit
401 growth is premature and inappropriate at this juncture. Director Van Berkem stated that he would want more
402 information about the project, specifically which neighborhoods (current and future) the "stabilization" of power is
403 for.

404 **GENERAL MANAGERS REPORT**

405 Mr. Smith stated that upcoming training opportunities have been updated. Mr. Smith stated that President Jones
406 will be attending ICAS. Mr. Smith noted his attendance at the AAAE Annual Airport Noise Mitigation Symposium
407 October 4-7. Ms. Lyon will be attending the AAAE/CDA Airports Going Green Conference in October. Vice President
408 Wallace stated that she is interested in attending the Going Green Conference. Mr. Smith stated that Mr. Marc
409 Lamb will be attending the Airports and Rental Car Industry Workshop in October.

410 The Master Plan Ad Hoc Committee received the last piece of the Master Plan appendix which is the final piece the
411 FAA needs to approve the forecast and ALP. Staff anticipates consideration and potential approval of MND and
412 adoption of the Master Plan at the September Board meeting. Work continues on CEQA.

413 The development permit has been submitted to Nevada County for the Warehouse/Office Building. The planning
414 commission meeting is tentatively scheduled for the August meeting with the Board of Supervisor's final approval
415 in September. The building permit application will be submitted in August allowing for September issuance.

416 Mr. Bullock stated that the Ad Hoc committee approved the demand driver's survey questions, and survey work is
417 underway.

418 Mr. Smith stated that staff and Ad Hoc committee held their first Sponsorship Policy Revision meeting. Staff is
419 working on a revision to the policy per the instructions and comments from the committee. Mr. Smith stated that
420 staff anticipates an August or September review and approval of the new policy.

421 Mr. Smith noted that bids have been received and tabulated for the summer pavement maintenance work. The bid
422 tabulation sheet provides a summary of bidders and costs. Staff will move forward with contracts pending
423 President Jones' signature. Taxiway "A" project will be out to bid shortly with the bid opening on August 21st. Mr.
424 Smith noted that the District will likely receive an FAA Grant Agreement and commitment on funding, construction
425 will take place early summer of 2016.

426 Mr. Smith that the Regional Air Service Committee in Reno was able to negotiate air service to Boise and Spokane
427 from Reno.

428 Mr. Smith stated that the McKenzie claim is mostly settled. District Counsel Collinson added the plaintiff's attorney
429 reduced their demands significantly, the two insurance companies will be paying 50% each, and final paperwork is
430 being completed.

431 The August Budget Workshop will be taking place 2:00 – 4:00 P.M. on August 26, 2015. Mr. Bullock stated that the
432 Special Board meeting with AMCG will be taking place September 4th from 10:00 AM – 12:00 PM.

433 Mr. Smith inquired about possible dates for the Managed Growth workshop. Director Hetherington stated that she
434 will not be available August 12-24. Director Van Berkem stated that August would not be a good month for him
435 with his schedule. President Jones indicated that there is quite a bit of activity in September, which would make a
436 meeting difficult to schedule. Director Van Berkem suggested the week of October 12th, and Mr. Smith stated a
437 doodle will be sent to all Board members for September 30th and dates in the month of October.

438 **PUBLIC COMMENT:** None.

439 The Board entered into closed session at 10:21 P.M.

440 **CLOSED SESSION**

- 441 • GOVERNMENT CODE SECTION 54957 - GENERAL MANAGER QUARTERLY PERFORMANCE REVIEW

442 **PUBLIC COMMENT:** None

443 The Board returned to open session 10:53 PM

444 Direction given to staff. Board approved Mr. Smith to participate in the ACE incentive program.

445 **BOARD MEMBER REPORT:** None

446 **PUBLIC COMMENT:** None

447 **ADJOURN**

448 **MOTION #4 JULY-22-15:** Vice President Wallace motioned to adjourn the July 22, 2015 regular Board meeting.
449 Director Van Berkem seconded the motion. President Jones, Vice President Wallace, Directors Van Berkem, and
450 Hetherington voted in favor of the motion. The motion passed.

451 At 10:55 p.m. the July 22, 2015 regular meeting of the Truckee Tahoe Airport Board of Directors adjourned.

452

453 -----Original Message-----

454 From: G Mail Ted Lipien [mailto:tedlipien@gmail.com]

455 Sent: Wednesday, July 22, 2015 4:24 PM

456 To: John Jones <John.Jones@truckeetahoeairport.com>; Mary Hetherington

457 <Mary.Hetherington@truckeetahoeairport.com>; Jim Morrison <Jim.Morrison@truckeetahoeairport.com>; Tom

458 Van Berkem <Tom.VanBerkem@truckeetahoeairport.com>; Lisa Wallace

459 <Lisa.Wallace@truckeetahoeairport.com>; Kevin Smith <Kevin.Smith@truckeetahoeairport.com>; Hardy Bullock

460 <Hardy.Bullock@truckeetahoeairport.com>; Lauren Tapia <Lauren.Tapia@truckeetahoeairport.com>

461 Cc: G Mail Ted Lipien <tedlipien@gmail.com>

462 Subject: Public Comment for Truckee Tahoe Airport District Board of Directors Public Meeting July 22, 2015

463

464 Truckee Tahoe Airport District Directors and Staff:

465

466 Unfortunately, I would not be able to attend today's Board meeting. I would like to request that my public
467 comment be read during the public comment session at the beginning of the meeting or during the public
468 comment session on the jet hangar presentation and discussion.

469

470 Sincerely,

471

472 Ted Lipien

473 Truckee Resident

474

475 Public Comment

476

477 A recent comment on a public Facebook page which appears to be from one of Truckee-Tahoe residents who
478 together pay approximately \$4.5 million in an annual local property tax subsidy to the Truckee Airport accused an
479 Airport staffer of yelling at him at a Truckee Thursday Airport booth for expressing his strong disapproval of having
480 to pay the subsidy. The airport's General Manager disputes the local resident's account of the incident.

481

482 While some of the facts of this incident appear to be in dispute, at a recent Airport Board of Directors meeting,
483 Director Mary Hetherington who often raises quality of life community concerns about growing plane traffic and
484 noise, noted public comments she received that she was being "bullied" by some of the other Airport Board
485 members. At the same meeting Board President John Jones told Ms. Hetherington that she was wasting his time by
486 some of her earlier questions and comments about the airport's expansion projects. Another Board Director, James
487 Morrison, suggested publicly at another time that he will continue to check his private emails during board
488 meetings and pointed out that he is already contributing a lot in terms of public service.

489

490 These public perceptions and comments may be indicative of a corporate culture that may be very well dismissive
491 of the members of the public who complain about plane noise and the Airport's local property tax subsidy. I have
492 experienced such comments personally, while at other times some of the staff members treated me with full
493 courtesy. It is possible that some are following the example set by some Board members while others behave
494 differently.

495

496 The multimillion dollar local property tax subsidy benefits largely a small group of affluent plane owners and
497 travelers to the Truckee airport which is located right next to the downtown area and is considered one of the most
498 dangerous general aviation airports in the country because of high altitude and location. It is also in the middle of
499 one of the most treasured mountain, forest and lake area in the nation, close to Donner Lake and Lake Tahoe. The
500 vast majority of local residents can't afford to fly private planes or lease private jets whose increasing traffic, noise
501 and pollution are becoming a major concern for the local community.

502

503 It also appears that the Airport staff uses public tax dollars to provide inadequate and misleading information to
504 the public on the hangar construction proposal. The latest survey on a proposed jet hangar could only be described

505 as an attempt at disinformation. I have spent several decades as an international journalist dissecting Soviet and
506 Putin era disinformation. Disinformation is not lying. It is providing incomplete and misleading facts and omitting
507 critical options to get the majority to believe in something that is not true and may be against their interests.
508 Disinformation is more effective and more damaging to public good than outright propaganda.
509

510 The online survey designed by the Airport staff failed to mention the actual \$4.5 million amount of the annual local
511 tax subsidy or even that public money is involved. The survey appears to have been targeted toward pilots, other
512 airport users and NGOs which might benefit from the project. The Airport staff did not attempt to survey the entire
513 community who pays the \$4.5 million annual subsidy.
514

515 The survey suggested that the jet hangar will be built from fiscal "reserves," without specifying where those
516 "reserves" came from or that they represent public money. The survey also did not mention that those "reserves"
517 could be used instead on open space purchases or campaigns to discourage further jet traffic to Truckee. The
518 survey also implied that the hangar will be used heavily for community events when it appears that it will be used
519 most of the time for storing private jets. Most importantly, the surveys says nothing about the growing threat of
520 increasing jet traffic, noise and annoyance to Truckee residents. I strongly object to my local property tax dollars to
521 be used for this kind of disinformation. I have nothing against conducting a scientific survey of the entire
522 community in which all material facts and options and provided.
523

524 Thank you for your attention.

525
526 Ted Lipien
527 Truckee Resident