

**From:** [jean brooks](#)  
**To:** [Comments](#)  
**Subject:** Fw: Truckee Airport hangar rent rates  
**Date:** Sunday, March 22, 2026 5:24:24 PM

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

**From:** jean brooks <jandgbrooks@yahoo.com>  
**To:** Comments@truckeetahoeairportboard.com <comments@truckeetahoeairportboard.com>  
**Sent:** Sunday, March 22, 2026 at 05:20:57 PM PDT  
**Subject:** Truckee Airport hangar rent rates

Dear TT Airport Board members, I recently was involved in a conversation concerning the cost of renting a hangar at our airport. I have lived in Truckee for 40 years. I worked at TFHospital for 37 years. We own a home in Glenshire. I appreciate the airport in facilitating Care Flight and CalFire operations. I was rather surprised to find out, the rents on the subsidized district airport hangars has not increased in years. Some of the small hangars have cheap rent....my husband asked, with humor intended, if people are allowed to rent them for shelter. Which, given the price of rents in Truckee, would seem doable for some. Especially if there is electricity. The study presented on the agenda for Wed 3/25/26, appears to have logical and fair increases to the rent amounts charged. Our district could certainly put this money to great use in our community. Given that there is also a fairly large waitlist for these hangars, people (pilots) know a good thing when they see it. I wouldn't imply that all owners of planes have an infinite amount that they could pay in rent, but we have all had to budget our finances to stay in this community. Thank you for reading my comment. I would approve if the Board votes to increase the hangar rental rates.

Regards, Jean Brooks

**From:** [Kathy Echols](#)  
**To:** [Comments](#)  
**Subject:** TTAD Hangar Rent Study & New Phased-In Rent Rates -  
**Date:** Sunday, March 22, 2026 8:35:04 PM

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You don't often get email from kathyechols4543@gmail.com. [Learn why this is important](#)

**Comment Letter for March 25 meeting**  
**TTAD Hangar Rent Study & New Phased-In Rent Rates -**

I am in favor of an increase in hangar rental rates. I would like to see an increase for a period of 1 year, with the possibility of another increase after that. The study shows that hangar rental rates are below market rate. It is my opinion that tax money should not be spent to subsidize private hangers. The money made from the increased rental fees can be used for airport operations.

I am NOT in favor of users building their own hangers on airport property

Thank you for your attention to this important matter.  
Kathy Echols  
Truckee resident and concerned citizen

**From:** [Damon Cianci](#)  
**To:** [Comments](#)  
**Subject:** yes on hanger rent increase  
**Date:** Monday, March 23, 2026 9:03:23 AM

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You don't often get email from dcianci179@gmail.com. [Learn why this is important](#)

Dear airport board,

I am writing to express my support for a potential increase in rent for the hangars at the airport. These fees should be born by those that use the airport which tends to be a very wealthy cross section of our society. Most locals like myself do not use the airport and I do not want my local taxes to subsidize the wealthiest members of our society who can clearly afford to fly on private planes and afford also to pay for the facilities that allow them to do so.

Best regards,

Damon Cianci

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Damon Cianci MPT, OCS  
10361 Estates Drive  
Truckee, California 96161  
(510) 225-8093

**From:** [Kevin Hickey](#)  
**To:** [Comments](#)  
**Subject:** Airport rent increase  
**Date:** Monday, March 23, 2026 10:04:29 AM

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[You don't often get email from kevin@tahoeadventurecompany.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello,

I am writing to express my support for the proposed increase in hanger rents. It only makes sense for the community for those that use the the airport to pay more for its operation. Air traffic severely impacts our town and those participating in those negative impacts should pay more to help mitigate rather than the burden falling on taxpayers who get little to no benefit.

Thank you,  
Kevin Hickey  
Full time Truckee resident

**From:** [Collin Butcher](#)  
**To:** [Comments](#)  
**Subject:** hangar fee comment  
**Date:** Monday, March 23, 2026 10:20:31 AM

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Dear Board of Directors,

I'm writing to show my support for raising hangar fees to meet or exceed market rates. FAA Grant Assurances, particularly **Assurance 24 (Fee and Rental Structure)**, require airport sponsors to make their facilities as self-sustaining as possible under existing circumstances. This means setting fees and rents to cover operational costs and minimize reliance on federal funding. This alone seems like a compelling argument and requirement for the Truckee Tahoe Airport to raise hangar rates to be in line with current market rates. When coupled with the fact that TTA relies heavily on community tax dollars to subsidize operating costs, it becomes a no-brainer. The tax subsidy, noise, and pollution are the primary points of contention regarding the airport. By making the airport self-sufficient with user costs covering operations, as FAA Grant Assurance 24 requires, the airport would free up tremendous financial resources to address noise, annoyance, and pollution. Additionally, these tax dollars could be returned to the community. Truckee is in desperate need of a new library. It doesn't take much imagination to picture how the airport district could help with the over 8 million of annual tax dollars received from the community.

Private aviation is likely one of the most exclusive and privileged activities in the world. The airport should not be offering a discount on hangars, which includes waived landing fees and fuel discounts. Again, as your FAA Grant Assurances dictate, the user fees should cover the operating costs. Please put the costs of flying on those who are flying. Utilize our tax dollars to directly benefit the entire community. Furthermore, this fee structure should be implemented over the next year. If we do so over a 3 year period, we will continue to be behind market rates.

Thank you for your time and consideration.

Sincerely,

Collin Butcher

**From:** [Scott Barron](#)  
**To:** [Comments](#)  
**Subject:** Support For Airport Hanger Rent Increases  
**Date:** Monday, March 23, 2026 10:56:28 AM

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You don't often get email from scottbarron13@gmail.com. [Learn why this is important](#)

Hi,

My name is Scott and I'm a full time Truckee resident and home owner, and I wanted to express my support for raising the airport hanger rents.

The Truckee airport has significantly reduced hanger rents compared to similar airports across the country, as well as other benefits (like subsidized fuel costs) for a very small community of pilots that use the airport, at the expense of homeowners like myself, that receive at best minimal, indirect benefits.

I'm writing to ask that the airport board strongly consider raising hanger rates in order to bring us in line with similar airports across the country, and so that excess airport funding can be used for projects that benefit the entire community, like wild fire prevention efforts.

Thanks,  
-Scott

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Spatial Data Analyst  
510-316-9850

**From:** [Darcy Blond](#)  
**To:** [Comments](#)  
**Subject:** Comment for Wednesday's board meeting  
**Date:** Monday, March 23, 2026 11:02:45 AM

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You don't often get email from darcy.a.medina@gmail.com. [Learn why this is important](#)

To whom it may concern,

In regards to the rent increases of hangers at the Truckee airport, I am in support of the one year rent increase. As a teacher at Truckee elementary, our local public school, and as a parent, I know how valuable our our tax dollars are in supporting community programs. The increase in rent would be well used in the development of our new library, which will be open to the public. There is a significant part of our local community that is socioeconomically disadvantaged, and would benefit directly from the improvement of these local resources. Truckee is an amazing place and we understand that private plane owners want to own a hangar here, and we hope that they will feel good about contributing to the community.

Sincerely,  
Darcy Blond

Darcy Medina Blond  
*(949) 370-7521*

**From:** [Adam Blond](#)  
**To:** [Comments](#)  
**Subject:** Hanger rent increases  
**Date:** Monday, March 23, 2026 11:11:53 AM

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You don't often get email from [ajblond@gmail.com](mailto:ajblond@gmail.com). [Learn why this is important](#)

To whom it may concern,

I'm writing in support of rent increases for hangers at the Truckee airport. As a community member, I believe that the town's tax dollars should be going towards community projects and improvements. I believe that the rent increases of hanger space would allow those who use the airport to directly support the airport and free up tax dollars to be spent in the community. Knowing that the hanger space is being rented at below market value rates does not make sense with the high cost of living associated with our community. I believe that those who are able to afford private planes should be paying their fair share. I am in favor of the one year rate increases to get us back up to speed as quickly as possible.

Sincerely,  
Adam

**From:** [Holly](#)  
**To:** [Comments](#)  
**Subject:** Community comment for board re: hanger rents  
**Date:** Monday, March 23, 2026 11:16:19 AM

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You don't often get email from hollyschwarz@gmail.com. [Learn why this is important](#)

Dear Truckee airport board,

As a full-time resident of Sierra Meadows and Truckee, I strongly support the proposed hangar rent increases and encourage the board to implement them on an accelerated timeline. For many years, hangar rents at our airport have remained well below market, effectively requiring local taxpayers to subsidize a small group of private users. At a time when our community faces rising costs of living, housing challenges, and increasing infrastructure demands, it is neither equitable nor sustainable to continue directing public funds toward supporting private aviation facilities.

Bringing hangar rents in line with market rates is a reasonable and necessary step toward making the airport more financially self-sufficient. The data clearly shows that even with significant increases, rates would simply reflect fair market value—not impose undue burden. Meanwhile, the airport incurs substantial operating costs, including snow removal unique to our region, and already provides additional financial benefits to hangar tenants such as fuel discounts and landing fee exemptions. Continuing to underprice these assets only prolongs an imbalance that places unnecessary strain on the broader community.

I urge the board to adopt a one-year implementation timeline for these rent adjustments. A phased, multi-year approach risks keeping rates below market and delaying meaningful relief for taxpayers. Aligning rents promptly will help ensure that public resources are used more responsibly and can be redirected toward community priorities that benefit all residents. Thank you for your consideration and for your service to the Truckee community.

Thank you,  
Holly Schwarz  
[hausofholly.com](http://hausofholly.com)

"I want to help show my people how beautiful they are. / I want to hold up a mirror to my audience that says / this is the way people can be, this is how open people can be." **Alvin Ailey**

**From:** [Lorenzo Worster](#)  
**To:** [Comments](#)  
**Subject:** Please increase hangar rent now.  
**Date:** Monday, March 23, 2026 11:18:14 AM

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You don't often get email from lorenzofst@gmail.com. [Learn why this is important](#)

To whom it may concern,

As someone who carools and doesn't own a private jet, the airport is not a community asset to me. I do not think that taxpayers should supplement the rent of people who have hangars and use the airport. Please increase their rent to market value as quickly as possible and funnel taxpayer money to projects that are inclusive for all such as the new library.

Cheers,  
Lorenzo

**From:** [Colin Robinson](#)  
**To:** [Comments](#)  
**Subject:** 1 yr phase in schedule for hanger rents supported  
**Date:** Monday, March 23, 2026 12:00:06 PM

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You don't often get email from cdrobin12@gmail.com. [Learn why this is important](#)

Dear Members of the Truckee Tahoe Airport District Board,

I am writing as a Truckee-area resident and taxpayer who does not personally utilize airport facilities, but who follows the District's decisions given their impact on the broader community.

I support the proposed hangar rent adjustments and encourage the Board to adopt a **one-year phase-in schedule** as outlined in the staff report.

From a taxpayer perspective, it is important that airport facilities are **primarily supported by the users who directly benefit from them**, rather than relying on broader community tax resources. Aligning hangar rents more closely with market rates is a reasonable and necessary step toward that goal.

At the same time, I believe a **one-year phase-in is the most appropriate approach**.

A shorter timeline:

- Provides clarity and avoids prolonged uncertainty for tenants
- Moves the District more quickly toward a fair, self-supporting fee structure
- Reduces administrative burden compared to multi-year phase-in scenarios
- Demonstrates a balanced approach that considers both tenant impacts and community expectations

The airport is a valuable regional asset, but it is also unique in that its direct benefits are concentrated among a relatively small user base. Ensuring that those users contribute proportionally to the cost of maintaining and improving the facility is an important principle for maintaining public trust.

In that context, a one-year phase-in appropriately balances fairness to tenants with the broader responsibility to the community.

Thank you for your consideration and for your continued service to Truckee.

Sincerely,

Colin Robinson

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Colin Robinson  
847-287-0608

[cdrobin12@gmail.com](mailto:cdrobin12@gmail.com)

**From:** [Ryan Stenson](#)  
**To:** [Comments](#)  
**Subject:** Support increasing hangar rents to market rate  
**Date:** Monday, March 23, 2026 1:32:14 PM

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You don't often get email from rstenson@gmail.com. [Learn why this is important](#)

TTAD Board of Directors,

I'm writing in support of increasing hangar rents to market rate — and in favor of the accelerated 1-year implementation timeline rather than the proposed 3-year phase-in.

The case is straightforward: the District's own studies, going back to 2020, have consistently shown rents well below market. That gap has compounded for over a decade, and Truckee-area property taxpayers have quietly subsidized the difference. A 3-year phase-in means the District continues operating below market even before the next rent study is completed — kicking the can yet again.

The 227 hangar tenants also receive fuel discounts and landing fee exemptions on top of below-market rent. That's a meaningful subsidy directed at a narrow group of users, while the District faces real operating costs — including snow removal at what is reportedly the snowiest commercial airport in the continental US.

A 1-year transition to market rates is reasonable. There's a waitlist for hangars, which signals the market can absorb the increase. The roughly \$1M in additional annual revenue could reduce the property tax burden on the broader community or fund District priorities that serve everyone.

I urge the Board to move decisively and adopt the 1-year implementation.

Thank you for your consideration.

Ryan Stenson  
Truckee, CA

**From:** [Katherine Hayes Rodriguez](#)  
**To:** [Comments](#)  
**Subject:** hangar rents  
**Date:** Monday, March 23, 2026 3:21:32 PM

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You don't often get email from katherinehayesrodriguez@gmail.com. [Learn why this is important](#)

Dear BOD,

I am requesting that you pursue a one year implementation of increasing hangar rents.

It seems only fair, since they are subsidized by our tax dollars.

Best,

Katherine Hayes Rodriguez  
11317 Huntsman Leap, 96161

**From:** [NANCY WOODY](#)  
**To:** [Comments](#)  
**Subject:** March 23, 2026 Hanger Rents  
**Date:** Monday, March 23, 2026 4:07:04 PM

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You don't often get email from nwoody1960@gmail.com. [Learn why this is important](#)

It is my opinion that hanger rents should be brought up to market value sooner rather than over a course of 3 years. The owners of private planes and jets have been subsidized long enough. Over the last few decades the airport has lost revenue from rents that could have been used to maintain, refurbish, or build new hangers. Instead, our tax dollars have been used so that private owners can house their planes.

It would be like me asking my neighbors to help pay for the garage I want so that I can house my two cars and then help me pay for my snow plow service, too!

**From:** [Adam Lauber](#)  
**To:** [Comments](#)  
**Subject:** Increase hanger rents!! Stop with the double tax!!  
**Date:** Monday, March 23, 2026 11:16:23 PM

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[You don't often get email from [alauber337@gmail.com](mailto:alauber337@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Truckee Airport Board and Airport Ops:

I am writing this email in regards to the discussion of an increase in hanger rents. I am in full support of not only raising hanger fees to meet market rates, I'm writing this in support of raising to EXCEED market rates. Do it!! The rent space has been way below market value forever and with the increase in jet, large aircraft daily flight in and out of the airport that affect local residents on a daily basis, not mention the carbon footprint that these larger jets create, should have an increase in landing fees and ALL hanger rents should be increased to match market value of the 2026 market. The community should not have to be taxed to supplement the airport operations and the 1% aviators club, private corporate jets and private jets. These folks need to incur the cost, not the community that never uses the airport. In collecting greater hanger fees, it would allow the airport to continue to use the slogan "More than a runway" and give back to the community in other ways IE: helping with library, fire mitigation, affordable housing, etc.

Private aviation, personal jet, turbo prop, multi-engine and single engine ownership is for the privileged and they should "pay to play" not John and/or Suzy Taxpayer that never use these services. Our \$8 million in annual tax dollars could be used more for the community efforts, FOR THE COMMUNITY!!

Adam Lauber  
Sierra Meadows

**From:** [Steve Batie](#)  
**To:** [Comments](#)  
**Subject:** Hangar rent increases  
**Date:** Tuesday, March 24, 2026 9:51:12 AM

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You don't often get email from [smbatie@yahoo.com](mailto:smbatie@yahoo.com). [Learn why this is important](#)

Hello,

I'm writing in support of the staff recommendation for a 3-year phase-in for hangar rent increases, to more closely reflect market conditions.

However, it is not clear to me why the recommended increases for Super Exec are drastically lower than for the middle range units, and are in fact lower by percentage than even those for Small T.

I suggest that the lease rate for price tier 4, if implemented, should at least align with the Mead and Hunt recommendation (Tab 04b, slide 9).

Thank you,

Steve Batie  
11701 Alder Drive  
Truckee, CA 96161

**From:** [Jamie McJunkin](#)  
**To:** [Comments](#)  
**Cc:** [Jamie McJunkin](#)  
**Subject:** Hangar rent escalation  
**Date:** Tuesday, March 24, 2026 1:16:38 PM

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You don't often get email from jamie@madronecap.com. [Learn why this is important](#)

## Truckee Tahoe Airport District

Board of Directors

**From:** Jamie McJunkin, on behalf of Lima Row Hangar Tenants  
**To:** TTAD Board of Directors  
**Date:** March 2026  
**Subject:** Proposed Hangar Rate Increase — Request to Verify the Analysis Before Acting

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Dear Board Members,

I am writing on behalf of the tenants in Lima Row to ask the Board to pause before adopting the hangar rate recommendations in the Mead & Hunt study. We want to be direct: we are not opposed to rate adjustments, and we understand the District's obligation to pursue market-rate rents. Our concern is specific and, we believe, well-founded — the benchmark data used to justify the recommended increases for Executive and Super Executive hangars does not reflect the market TRK operates in, or the facilities being priced. Acting on this analysis as written would be a significant financial decision made on a flawed foundation.

We are asking the Board to take two steps before any rate is adopted. We explain our reasoning below.

### THE PROBLEM WITH THE CURRENT ANALYSIS

The study recommends a 68.5% increase for Executive hangars — the single largest increase in the entire report. That recommendation rests primarily on rate data from two airports: Palo Alto (PAO) and San Carlos (SQL), both in Silicon Valley.

We would respectfully ask any Board member to look up these airports before voting. PAO's largest hangar is approximately 1,800 square feet with an 11-foot door. It cannot fit a PC-12 or a TBM. Lima Row hangars are approximately 4,030 square feet with 62-foot bi-fold doors — built specifically to house that class of aircraft. The study takes a per-square-foot rate from a hangar one-third our size and applies it directly to ours. This would not be considered a valid comparison in any commercial real estate appraisal, and it is not a valid comparison here.

The market context is equally mismatched. PAO has a waiting list even for tiedown spaces. San Carlos has had multi-year hangar waiting lists. Both airports sit in a metro area with three to four million people within 15 miles and median household incomes exceeding \$150,000 to \$220,000. A constrained, high-demand Silicon Valley market is not a benchmark for a mountain general aviation airport in a community of 50,000 people.

The airports proximal to TRK tell a very different story: the proposed rate would make TRK roughly 2.4 to 2.6 times more expensive than its nearest regional alternatives for the same hangar footprint. Minden-Tahoe Airport (MEV), 30 miles away, charges \$0.39 per square foot. At that rate, a Lima Row tenant pays \$1,572 per month. The proposed TRK rate of \$0.997 per square foot would cost the same tenant \$4,018 per month — 2.6 times the Minden rate. Carson City Airport (CXP), also nearby, charges \$0.41 per square foot — again, less than TRK’s current rate, let alone the proposed one. Reno-Tahoe International (RNO) and Reno/Stead (RTS) provide further regional context. TRK’s current Executive rate of \$0.57 per square foot already exceeds every competitive airport in its own backyard.

There is one additional concern worth noting. The study establishes through its own analysis that newer hangars command higher rates — approximately 1.1% per year since construction or renovation. Lima Row was built in 2003. It is the oldest large-hangar facility on the field. By the study’s own methodology, Lima Row should sit at the lower end of any rate range, not be benchmarked to the mean of a dataset dominated by Silicon Valley airports. The study’s largest recommended increase falls on the facility its own tools say should be discounted. That is an internal inconsistency the Board should ask Mead & Hunt to explain.

## WHAT WE ARE ASKING

We are making two specific requests.

**First**, we ask the Board to direct Mead & Hunt to rerun the Executive and Super Executive hangar analysis using benchmark airports that meet three straightforward criteria: hangars of comparable size (4,000 square feet or larger, with doors 55 feet or wider), markets with comparable demand characteristics (not supply-constrained metro areas with multi-year waiting lists), and airports that a TRK tenant could realistically consider as an alternative. Airports already in the study’s comparison group — Mammoth Yosemite, Eagle County, Friedman Memorial, and Telluride — are far more defensible starting points. We are not asking for the analysis to be discarded. We are asking for it to be done correctly.

**Second**, once corrected benchmark rates are established, we ask that the study’s own age-adjustment methodology be applied to Lima Row before a final rate is set. The study finds that hangar age affects lease rates at approximately 1.1% per year. November and Papa Rows — the newest executive hangars at TRK, built in 2018 — should reasonably command a premium over Lima Row, which is 15 years older. Applying the study’s formula, that represents approximately a 16.5% discount from the N and P Row rate. If the corrected benchmark rate for new executive hangars were, for example, \$0.997 per square foot, the age-adjusted rate for Lima Row would be approximately \$0.833 per square foot, or roughly \$3,357 per month. That is a real increase from today’s rate, proportionate to market movement, and grounded in the study’s own methodology rather than a wholesale application of Silicon Valley comparables to a 22-year-old mountain hangar.

## CONCLUSION

We recognize that the Board has a responsibility to set rates that reflect market realities, and we take that responsibility seriously as well. What we are asking for is not special treatment — it is the same standard of analytical rigor that the District would expect from any vendor or consultant making a recommendation of this magnitude.

The proposed increase for Lima Row would take our monthly rent from \$2,306 to \$4,018 — a 74% increase, to a rate 2.6 times higher than the nearest alternative airport. That outcome requires a level of evidentiary support that this study, as written, does not provide.

We ask the Board to defer action on the Executive and Super Executive hangar rates, instruct Mead & Hunt to revise the analysis with appropriate comparables, and apply a vintage adjustment to Lima Row once corrected rates are available. We are glad to meet with any Board member or District staff to discuss this further, and we appreciate the time you have given this letter.

Respectfully,

**Lima Row Hangar Tenants**

Truckee Tahoe Airport District

**From:** [Gretchen Corbin](#)  
**To:** [Comments](#)  
**Subject:** Board meeting comment for agenda item #4  
**Date:** Tuesday, March 24, 2026 1:51:34 PM

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You don't often get email from gretchencorbin@gmail.com. [Learn why this is important](#)

I'm writing to comment on Agenda item #4 (TTAD Hangar Rent Study & New Phased-In Rent Rates) of the March 25, 2026 board meeting.

I am a property tax payer who doesn't use the airport for personal aviation.

I appreciate that we have a regional airport that provides support to community benefiting services such as Care Flight and wildfire response teams.

I feel that the costs of services provided to private pilots and businesses should be covered by those who use the airport and rent hangars.

From what I can gather, the private hangar rent rates have been below industry average for over a decade. I understand that the airport decided to NOT increase rents after the 2020 study was done, which is admirable. But it has put us even farther behind market rate.

I am asking you to:

- Implement the recommended hangar rate increases in 1 year (not phased) to maximize the airport's revenue recovery.
- Continue to apply annual CPI adjustments
- Direct staff to explore alternative indices for CPI increases.
- Execute rent studies every 3 years

Raising the hangar rent rates would free up more property tax dollars to go to projects that would benefit the greater community, such as more wildfire mitigation. Here's a project idea: the airport could install noise monitoring sensors around the community in order to gather real measurable data regarding airplane noise levels in neighborhoods close to the airport.

Thank you for your time and consideration. And thank you for your service to Truckee-Tahoe community.

Sincerely,  
Gretchen Corbin  
Rosa Ct, Truckee 96161