

1 The following is a condensed version of the TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTORS regular
2 meeting held Thursday, April 25, 2013 at the Truckee Tahoe Airport District Community Room, 10356 Truckee
3 Airport Road, Truckee, California at 9:00 am.

4 **CALL MEETING TO ORDER:** 9:00 a.m.

5 **DIRECTORS PRESENT:** President Mary Hetherington
6 Vice President John B. Jones Jr.
7 Director J. Thomas Van Berkem
8 Director James W. Morrison
9 Director Lisa Wallace

10

11 **STAFF PRESENT:** Mr. Kevin Smith, General Manager
12 Mr. Kevin Bumen, Director of Aviation and Business Services
13 Ms. Jane Dykstra, Director of Finance and Administration
14 Mr. Hardy Bullock, Environment and Technology Specialist
15 Ms. Maria Martinez, District Clerk
16 Mr. Mike Barrett, Aviation and Business Associate / Safety Coordinator
17 Mr. Brent Collinson, District Legal Counsel

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19 **VISITORS PRESENT:** 18

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21 **SPECIAL ORDERS OF BUSINESS:** None

22 **PUBLIC COMMENT:** Mr. Mark Wirth, retired airline pilot, stated that he had concern for the airport. He said that
23 a control tower would fix many problems with the airport such as: better sequencing of aircraft, issuing of other
24 traffic advisories, sequencing IFR traffic more efficiently, issuing warnings and density altitude information, and
25 assisting pilots with noise abatement procedures. It would be good for emergency situations. It would enable
26 pilot reports to be relayed to other aircraft, would be a regulatory authority to respond to violations, and would
27 serve as a PR entity to the community. It would increase safe and efficient operation of aircraft to and from the
28 airport.

29 **CONSENT CALENDAR**

- 30
- 31 • Minutes: March 28, 2013 Regular Board Meeting
 - 32 • Monthly Service Bills and Fees
 - 33 • Financial Report
 - 34 • Financial Report – Rates and Fees Q1 Report
 - 35 • Operations and Comment Report – Q1 2013
 - 36 • Internal Control Review Report
 - 37 • Red Truck Lease Status Update

37

38 **PUBLIC COMMENT:** Mr. Andrew Terry commented on the Operations and Comment Report. He stated that the
39 decrease in annoyance is a very dangerous assumption to make. Mr. Rick Tavan praised Red Truck, saying that
40 the food is great, creative, and delicious. They are always around and terrific.

41 **MOTION #1 APR-25-13:** Director Van Berkem moved to approve the items on the Consent Calendar. Director
42 Morrison seconded the motion. President Hetherington, Vice President Jones, and Directors Wallace, Morrison
43 and Van Berkem voted in favor of the motion. The motion passed.

44 **MARTIS VALLEY OPPORTUNITES PRESENTATION**

45 Mr. Smith stated that he is getting an update from the developer on a proposal that is taking place. He is not
46 asking the Board or the public to take a position on the presentation, it is only for understanding. Director Van
47 Berkem questioned Mr. Collinson about his staying in the room during the presentation. Mr. Collinson stated that
48 the disclosure ~~that would be made~~ is that Director Van Berkem is a non-salaried member of the Truckee Donner
49 Land Trust, which is a 501 (c) 3 organization. Since there is no decision on this project, Director Van Berkem can
50 still participate in the discussion, if it comes to voting, at that point, Director Van Berkem's vote will not count.

51 Mr. Blake Riva, of East West Partners gave the presentation. East West Partners (EW Partners) and Sierra Pacific
52 Industries (SPI) have been making progress in efforts to conserve Martis Valley, and be able to transfer some land
53 use rights from the land on the east side of Highway 267 to the west side of Highway 267, adjacent to Northstar.
54 On the east side of Highway 267, there are approximately 6,400 acres of land owned by SPI, there are 660 acres
55 contemplated for development in the Martis Valley Community, which can accommodate 1,360 homes, and 6.6
56 acres of commercial development. On the west side of Highway 267, adjacent to Northstar, SPI also has land
57 holdings. They would like to move the land use opportunity from the land holdings from the east side of Highway
58 267 to the holdings on the west side. SPI has gone through great efforts to protect various land holdings in the
59 Waddle Ranch area. The 6,400 acres on the east side of Highway 267 would then be available for conservation,
60 and would link up to 50,000 contiguous acres of open space. The Martis Valley Opportunity Agreement (MVOA)
61 will be the roadmap for how all parties would collaborate to move the land use from the east side to the west side
62 of Highway 267. The 6,400 acres would continue to be available for the public use. The Land Trust would like to
63 protect the area. The land holding on the east side can accommodate 1,360 residential units, and EW Partners is
64 proposing to move 760 of those units to the west side of Highway 267. Not only would the 6,400 acres be
65 protected, but the net density would be reduced in Martis Valley by 600 residential units over time. From a
66 development standpoint, it is far more impactful to develop adjacent to Waddle Ranch than it would be to
67 develop Northstar. Mr. Kurt Krieg, also with EW Partners, distributed a handout stating the benefits and cost
68 analysis of this development project. EW Partners has met with Mr. Smith over the past couple years to keep him
69 in the loop regarding development plans.

70 Director Van Berkem asked if the development would be a part of Northstar. Mr. Riva stated that there has been
71 a second entrance constructed, and it would be accessed from Highlands View Road. Director Wallace questioned
72 what Mr. Riva understood about the potential impact of flights over the area. Mr. Riva stated that the
73 conversations with Mr. Smith have been high-level in nature. EW Partners just wants the District to be aware of
74 what might be occurring in the future with these possible developments. Vice President Jones inquired as to what
75 kind of plans there are for expansion throughout Northstar. Mr. Riva stated in 2005, it was contemplated that
76 there could be up to 350 residential units in the Northstar Village, and about 275 of those have already been
77 developed. Future development will primarily be off of the mid-mountain area. There could be up to 1,450
78 residential units over time developed in the mid-mountain area. That would be 1,800 new residential units
79 developed in Northstar over a 10-20 year horizon. President Hetherington questioned the intent for the types of
80 structures or homes that would be developed. Mr. Riva stated that is to be determined. President Hetherington
81 asked if there was a schedule for the development on either the east or west side of the highway. Mr. Riva said
82 on a very high level, but there is no firm timetable. Director Van Berkem asked if they would develop the
83 remaining residential units already within Northstar before or if it would become a parallel process. Mr. Riva said
84 that it could be a parallel process, but taking the time to move the land use rights from the east side to the west
85 side of Highway 267 could mean that the current Northstar developments could be finished by that time.
86 Director Morrison asked what Mr. Riva perceived to be the Board's concern about the development. Mr. Riva

87 stated that he hoped the Board did not have any. He would like the Board's participation in this process. Flight
88 path issues are always up for discussion. There has been conversation with the District and conservation groups
89 over time. Director Van Berkem asked if the land use rights were not moved to the Northstar side of the
90 property, could the east side project go forward. He also questioned if both sides could be developed. Mr. Riva
91 stated that today, Martis Valley Community Plan (MVCP) contemplates development on that 660 acres on the
92 east side. Martis Valley Community Plan does not contemplate development on the west side. If the whole plan
93 fell through, the development on the east side would commence. If they move the land use rights, then the
94 development rights on the east side would be removed. There would not be development on both sides.
95 Director Van Berkem asked if there was any scenario in which they could have development on both parcels. Mr.
96 Riva said no, and it would be a lengthy amendment if that were to happen. Director Wallace questioned if things
97 go forward, would the SPI development require some kind of amendment to the current Martis Valley Community
98 Plan. Mr. Krieg, Mr. Riva's colleague, stated that part of the plan would be to amend the MVCP plan. Mr. Smith
99 stated that he doesn't know what the potential conflicts might be until the District sees the densities and the
100 entire project is laid out. There are flight tracks all over the SPI property. Director Morrison asked if everyone
101 that purchases a unit in the Highland area has some sort of notice that they are in a flight path. Mr. Krieg stated,
102 yes, there is a disclosure that goes with their purchase.

103 Arrival procedures were displayed for the public. Director Van Berkem stated that it seems the development
104 adjacent to Northstar will be pretty well isolated from the noise. Mr. Bumen stated that he would be careful
105 about drawing any conclusions from noise with the arrival procedure simulation shown as the simulation was
106 done more for conceptual visualization than noise analysis. Mr. Bumen pointed out the importance of the
107 timeframe over which this development will occur. In the next ten years, the airport may be used by Stage 5
108 aircraft. Stage 2 aircraft will be phased out in 2015. Stage 5 can drastically change the noise analysis. Vice
109 President Jones said the District tries to reduce the number of homes that are affected by the noise. Mr. Bumen
110 stated this procedure comes down to a net density reduction.

111 **PUBLIC COMMENT:** Mr. Andrew Terry stated that the development is underneath a specific flight path. The
112 subject of noise is brought up quite often. However, when the District approved the flight track, there were
113 technical issues and the noise was not always able to be measured. There is data to suggest this is not going to be
114 a noise issue, but at higher elevations, there is less separation between the planes and the housing developments.
115 The issue is less about noise, and more a perception of safety. The lower density housing, compared to the
116 current Martis Valley Plan, is somewhat attractive but there is the knowledge that you're putting houses under a
117 defined flight track. Mr. Bullock stated that when the separation between the aircraft and the terrain is reduced,
118 the annoyance component is actually a perception of personal safety. Mr. Tim LoDolce stated that the one thing
119 he is not hearing in this discussion is safety. This is not a safe arrival for a VFR airport. We are not a positively
120 controlled airport. "You better start thinking safety – this is not a safe arrival route." Mr. Rick Tavan stated that
121 Mr. LoDolce's comments are very important. Pilots flying that approach are not looking at traffic that is coming at
122 them. Director Morrison stated that the current traffic pattern is not ideal for large jets and that this could be
123 safer than the current procedure.

124 Director Van Berkem stated that there is a third alternative that is being discussed, which would be to purchase
125 the existing SPI land on the east side of Highway 267 and in so, extinguishing those development rights, and then
126 there would not be the new development. President Hetherington said the Board needs to know more and
127 thanked Mr. Riva and Mr. Krieg for bringing it to the Board's attention.

128 **BREAK:** At 10:04 a.m. the Board recessed for a short break. At 10:15 a.m. President Hetherington reconvened
129 the meeting. Director Morrison left the meeting at 10.04 a.m.

130 **AIRPORT COMMUNITY ADVISORY TEAM (ACAT)**

131 Mr. Bullock gave the presentation. The airport has had a lot of participation from the community advisory team in
132 the master planning process. ACAT has had discussions with Serco, a tower service provider, about enhanced
133 UNICOM scoping. ACAT has discussed a possible collaborative agreement to bring training and additional services
134 to our UNICOM in an enhanced fashion. Serco produced a timeline and a rough cost outline for the first phase of
135 the proposal, and it would be approximately \$40,000-\$60,000. ACAT felt there might be a conflict of interest in
136 this project as the entity who was providing a needs assessment is also providing for that need. This was being
137 investigated. The Master Plan process would be a good place to further understand the benefits of an enhanced
138 UNICOM. ACAT is very attracted to the possible safety benefits of Serco's proposal including, UNICOM services,
139 runway advisories, and traffic advisories. At this point, ACAT will need more information on the virtual tower
140 concept before proceeding on this project.

141 Vice President Jones stated that he was not sure if it would be necessary to wait for the Master Plan input if the
142 enhanced UNICOM services were safer and effective to the community. Both Mr. Bullock and Director Van
143 Berkem agreed. Director Van Berkem said he has no problem with providers doing the needs assessment if it
144 expedited discussions. Mr. Collinson added that the Fair Political Practices Commission (FPPC) Regulations Act,
145 Title 2, Section 18701.2, defines a consultant as either one who makes a governmental decision, any
146 recommendations, or serves in a staff capacity, which this consultant would not be doing. Mr. Collinson added
147 that he does not see that the proposal would have them act in a staff capacity. Under the FPPC regulations, he
148 does not see that as a conflict of interest. Director Van Berkem commented in reference to the comments about
149 noise and annoyance reductions, that if there are concerns about flight paths, we should be sure in this analysis to
150 detail what additional safety the enhanced UNICOM will bring. In reference to the RNAV departure, Mr. Bumen
151 has met with two operators as part of a commercial operator outreach. Mr. Bumen stated that a few months ago,
152 ACAT launched an initiative to meet with three commercial operators. So far, they have met with two, and in
153 both instances, the operators have shared that the effects of terrain, density altitude, and the profile on our
154 instrument departure and their ability to fly it under certain conditions is a concern. Mr. Bumen has looked at a
155 program where the District would develop an alternative instrument departure. Building a route that flies over
156 the lower terrain, would give them that benefit. This procedure would be a "published procedure", or "special",
157 meaning it is obtained only by participating operators. In exchange for the District's investment in that
158 procedure, the commercial operators would limit their night operations voluntarily. The presumption is that
159 there is also some potential noise reduction and night time benefit. ACAT has directed staff to pursue this in a
160 phase 1 approach. Mr. Bumen stated that this is a unique opportunity. Mr. Smith stated that there was a student
161 pilot on his first solo flight correctly fly the noise abatement procedure. Mr. Bullock said that the landside sign
162 project has had some modifications that are in the process. The community outreach trailer is scheduled to have
163 the graphics on those modifications.

164 **PUBLIC COMMENT:** Mr. Andrew Terry would like to alert the Board that ACAT may be coming back to the Board
165 for additional funding before the end of the fiscal year. Mr. Rick Tavan stated that he is delighted to hear about
166 the student that flew the solo following the noise abatement procedure, but some procedures are harder than
167 others.

168 **AIR FAIR COMMITTEE REPORT**

169 Tim LoDolce, Chairman of the Air Fair, said the bad news is that there will be no military assets at the Air Fair due
170 to sequestration. There have been a lot of cancellations of other air shows. The good news is that the performers
171 are getting a lot cheaper, and the Air Fair is well within budget. In reference to security, the first responders

172 meeting is on May 15th. Just as last year, two law enforcement officers will be present. CareFlight helicopters will
173 also be here again. Food vendors will be limited to local non-profits. Congressman McClintock has accepted the
174 invitation to come. The Tuskegee airmen will be coming up for the event, including some airmen from the
175 Sacramento Chapter. Mr. Smith stated the committee is moving along well on all large expenditures. Security
176 and safety is being taken very seriously. Truckee Fire will have people stationed here for the event. Mr. LoDolce
177 stated that with a lot of other airshows shut down, we may get more people than previously believed, and added
178 that there may possibly be 20,000 people or more. There will be a dinner the night before the event on July 5th.
179 There will be a rehearsal flight done at 4:15pm that evening as well. Last year, there were 235 people for dinner,
180 this year there are expected to be 450 people. Tickets go on sale on May 1st, through BrownBag, which is similar
181 to PayPal. There will be a presentation for Clarence "Bud" Anderson, and part of a movie, Dog Fights, from World
182 War II, will be shown.

183 **PUBLIC COMMENT:** None

184 **WADDLE RANCH STREAM CROSSING STUDY PROPOSAL**

185 Mr. Collinson said that Director Wallace will recuse herself, as she is a salaried member of the Truckee River
186 Watershed Council and is involved in this matter. Ms. Beth Christman with the Truckee River Watershed Council
187 gave the presentation and has been working with Mr. Bullock and Mr. Stoner on some restoration projects. The
188 concept design plan is to restore some of the flow of Martis Creek onto the Waddle Ranch site. In conversations
189 with the Airport, they realized it made sense while they are working on restoring one of the lower disturbance
190 sites, they should go ahead and restore the two disturbance sites on the Army Corps property as well, as they are
191 also partners on this project. They have agreement from all the land owners in the area for this project. The
192 Watershed Council needs to gather more information, such as understanding the ground water levels. The
193 Council is requesting \$10,000 to help them accomplish their goal. There will be more costs associated with this
194 project in the long run. Mr. Bullock talked about the lower road project, that it is the only access into Waddle
195 Ranch. Ms. Christman's project area is going to be discussed during the forest management plan presentation.
196 This is only phase one, and it will need to be discussed again. President Hetherington requested clarification on
197 how big the whole study is. Ms. Christman said there are many moving parts on this. They are looking at a total
198 of \$150,000 plus design costs of \$100,000, and the permitting will be about \$30,000-\$40,000. All the partners
199 have been contributing and will continue to do so. The Truckee River Fund donated to the Watershed Council a
200 challenge grant, meaning every contribution from the Airport will be matched dollar for dollar. Implementation is
201 estimated at approximately \$1,000,000, but a firm construction estimate will not be complete until there is a final
202 design. The road could be implemented separately if need be. Director Van Berkem asked if there were any legal
203 requirements in terms of cost sharing, since the disturbance sites are on US Government land. Ms. Christman
204 answered no. Mr. Bullock specified that the Army Corps has not shown any interest in improving the road or
205 assisting financially. Mr. Bullock stated that the District is under no obligation to complete work on that road,
206 however, being good citizens of the property, it would be his recommendation that this road be addressed.

207 **PUBLIC COMMENT:** None

208 **MOTION #2 APR-25-13:** Vice President Jones moved to approve expenditure in the amount of \$10,000 for the
209 hydrologic study necessary for design. Director Van Berkem seconded the motion. President Hetherington, Vice
210 President Jones and Director Van Berkem voted in favor of the motion. The motion passed.

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213 **FOREST MANAGEMENT PLAN APPROVAL**

214 Ms. Danielle Banchio, a registered professional forester, presented. The Forest Management Plan has been
215 finished. The initial treatments of the Waddle Ranch Preserve, three years ago, have bought the District twenty
216 years of treatment. Around that time, there will be increases of growth within those initial treatments. The
217 Forest Management Plan uses those treated areas to identify trends. Part of the plan is to encourage natural
218 regeneration after controlled burns. Prescribed fire in treated areas will ensure that, should there be a wildfire, it
219 is much more likely to be slow burning and with lower flame length. Ms. Banchio asserted that there will be a
220 high initial cost for the original thinning, and then the cost will decrease and be just maintenance via prescribed
221 fire. As far as permits, any venture where they are removing forest product from Waddle Ranch Preserve, would
222 require a Cal Fire document. Mr. Bullock stated that in terms of product removal, we should capture whatever
223 revenue we can by removing product that benefits the property. The utilization of products for commercial
224 purposes are a way to offset service costs on that property. Going through the exemption process is no longer
225 viable if the treatment is going to continue. Vice President Jones asked if there was a pre-requisite to have the
226 road fixed to start the forest management process. Ms. Banchio answered that it needs to be concurrent. Vice
227 President Jones requested clarification on how it relates to Ms. Christman's project. Ms. Christman answered that
228 they could have a design for the road ready by 2014, but not before. With that, there is a huge cost savings. Ms.
229 Banchio stated that the preparation will take time, not likely to be approved this year. It would be very
230 worthwhile to have a collaboration within the Forest Management Plan and the Truckee River Watershed Council.
231 Director Van Berkem asked how the potential revenue fits into the scope. Mr. Bullock stated that with the past
232 treatment of modified biomass removal, the service costs were offset by about 25%, so for every \$100,000 spent,
233 about \$25,000 came back in revenue. The revenue side is very dynamic however. Ms. Dykstra asked for
234 clarification. The expenditure related to prescribed burning would not have chips to be sold, and would not have
235 a revenue offset. The biomass removal is the only activity that has the potential revenue. Director Wallace stated
236 that this forest plan helps manage the Waddle Ranch as a forest and not as a park. Mr. Smith stated that next
237 month, they will bring something back that will address the road, as well as the cost recovery. Vice President
238 Jones proposed to table this topic until next month to see how both proposals can be integrated. President
239 Hetherington stated that the Board was accepting the plan, they think it is a good plan. Before acting on it they
240 would like to see it integrated with the Watershed Council's project. Implementation will be discussed at a future
241 date. Mr. John Svahn, on behalf of the Truckee Donner Land Trust, stated that they get only positive comments
242 about the public using Waddle Ranch. The Land Trust has looked at the plan, and they like how it is being
243 reviewed. The Forest Management Plan has helped the Land Trust work on the recreational aspects of the
244 property, including trails.

245 **PUBLIC COMMENT:** Mr. Andrew Terry stated that there is a constraint, the property being an important
246 recreational resource. Having a decent access on the property would facilitate easier use of the trails on Waddle
247 Ranch. Ms. Banchio responded that trail use would not have to be impacted by the forest management activity.
248 She feels confident moving forward with forest management by using a lot of signage, and outreach.

249 **AIRPORT LAND LEASING UPDATE**

250 Mr. Bumen started the presentation with a potential option for property leasing to JMA/Clear Capital. Mr. David
251 Tirman, with JMA Ventures, continued the presentation with the introduction of the core working group – Mr.
252 Gabe Nacht, CFO of Clear Capital, Mr. Chris Heinrich with JMA, and assistance from Mr. Bill Quesnel, District
253 Engineer. The goal is to analyze the potential for a long term land lease on Airport property for a Clear Capital
254 facility. There are three potential sites under review. Clear Capital will come back in June with a more thorough
255 and formal proposal. Mr. Nacht gave some facts about the employment numbers of Clear Capital. This company

256 would like to find a way to stay in this area and continue supporting the community and the local businesses. Mr.
257 Bumen stated that in May, there is a preliminary date for a summary of the Master Plan community outreach
258 process. In June, the summary of the site investigation will be delivered, with no action required by the Board.
259 Director Van Berkem asked if there were other sites in Truckee that Clear Capital are considering. Mr. Nacht said
260 there were, but very limited. Vice President Jones requested clarification on the financial benefit for the Airport.
261 Mr. Bumen said he had nothing he would want to share at this time. There are no specifics on the term of the
262 lease.

263 **PUBLIC COMMENT:** Mr. Andrew Terry urged Clear Capital to revise their ranking system by implementing a
264 cascading rating system. He stated that it is interesting that this will become a non-aviation source of income.

265 Director Wallace asked if this land can then be used for non-aviation projects. Mr. Bumen answered that is being
266 looked at, as there are certain legal matters. Mr. Collinson stated that from a very high level, acquisitions and
267 projects we have now are somewhat aviation related, because this is an airport district. In terms of using excess
268 funds for profit, from this and other projects, it is fine as long as it is not an absolute gift of public funds. The
269 Constitution restricts the District from making a gift public fund unless it gets some sort of benefit in return, but it
270 will have to be Airport related. President Hetherington stated that there may be some value adding a fourth
271 potential site. Mr. Bumen said he can add a fourth site without too much trouble. The Board directed Mr. Bumen
272 and Clear Capital to add the fourth site. Clear Capital would need approximately 60,000 to 80,000 square feet for
273 their facility. There would be about two acres of building and six to eight acres for parking and landscaping.

274 Mr. Rick Tavan stated that this is an exciting opportunity to generate some additional revenue for the Airport, but
275 to make sure not to lose track of the fact that this is an airport and the primary use of the Airport should be to
276 protect aviation. The Board also requested that the group discuss the future aviation use of that site.

277 **MASTER PLAN UPDATE**

278 Ms. Maranda Thompson, with Mead & Hunt, stated that there were eight public outreach workshops held during
279 the month of April. A lot of positive feedback from these workshops has been received. The community is very
280 appreciative about the upfront public outreach effort. The dot system was used primarily to encourage
281 participation in the workshop. There was sufficient information provided for the public to have a useful input. It
282 was also very helpful to have a knowledgeable staff to guide the public and to elaborate on exhibits. Ms.
283 Thompson gave a brief timeline for the Master Plan after the April workshops. Vice President Jones requested
284 that the online survey not be terminated on May 1st, and to defer to the next week. Director Wallace suggested
285 to send a letter with the survey. Mr. Smith stated he will be reaching out to the Town of Truckee and some other
286 special districts personally in the next three to five days for their input.

287 **PUBLIC COMMENT:** Mr. Rick Tavan voiced his opinion to the Board stating that the Master Plan process has been
288 irrevocably distorted and tainted by blatant anti-aviation propaganda. He feels deeply demoralized, and wonders
289 why he should bother to observe curfew or bizarre flight patterns when the Board lobbies against staff
290 suggestions that might benefit aviation, including those that might reduce noise significantly. Pilots were flying
291 noise abatement procedures long before the Board took over the airport. Mr. Andrew Terry spoke with someone
292 at a Master Planning Workshop and commented very positively on having the online survey.

293 **BREAK:** At 12:40 p.m., the Board recessed for lunch. At 12:50 p.m., President Hetherington reconvened the
294 meeting.

295 **COMMUNICATION AND OUTREACH EFFORTS – Q1 2013**

296 Mr. Mike Barrett gave the presentation. He reviewed the events that have happened throughout the first quarter
297 of 2013. In regards to e-blasts, there were three different e-blasts this quarter. It was a quieter quarter, but with
298 many recipients. Mr. Smith stated that the staff has a plane for the kids to play with and get interested in aviation
299 at the Aviation Themed Exhibit at the Kid Zone. The use of the community rooms has been very consistent. The
300 playground has been a huge success since the construction, it's a huge draw for people. It gives the Airport, and
301 Red Truck, good exposure. Mr. Barrett pointed out that most of the events at the airport are very safety oriented.

302 **PUBLIC COMMENT:** None

303 **RESOLUTION 2013-03**

304 Ms. Dykstra delivered the presentation. There is a resolution currently in effect on file with the Local Agency
305 Investment Fund (LAIF), which names Interim General Manager Mr. Mike Scott, Director of Operations Mr. Phred
306 Stoner, and Controller Ms. Jane Dykstra, as the three contacts that have authorization to make any decision
307 regarding investment of funds or withdrawal of funds. Previously, Mr. Stoner and Ms. Dykstra removed Mr. Scott,
308 and added General Manager Kevin Smith. There was also a change of Ms. Dykstra's title from Controller to
309 Director of Finance and Administration. The policy does not change and the wording has remained the same, this
310 was simply a housekeeping issue.

311 **PUBLIC COMMENT:** None

312 **MOTION #3 APR-25-13:** Director Van Berkem moved to approve Resolution 2013-03 of the Truckee Tahoe Airport
313 District: Authorizing Investment of Monies in the Local Agency Investment Fund and waive the reading. Vice
314 President Jones seconded the motion. A roll call vote on this motion resulted in the following: Director Morrison
315 – absent, Director Van Berkem – yes, Director Wallace – yes, Vice President Jones – yes, President Hetherington –
316 yes. The motion passed.

317 **GEOGRAPHIC INFORMATION SYSTEM (GIS) PRESENTATION**

318 Mr. Bumen and Mr. Bullock gave the presentation. The airport is not required by the FAA at this time to submit
319 the airport survey data in an electronic format. However, in the future, airports will be required to submit to the
320 FAA compliant GIS data for the national database for work done on the airport. This is for the purpose of air
321 navigation. A lot of the data the airport has collected is outside of the compliant data set, such as forest
322 management and all the flight tracking data. As far as use of the data, the GIS identifies agency boundaries,
323 structures, and pavement, utilities, and the forest and vegetation structures. Using GIS data, one can look at flight
324 path design or current flight path utilization, and gain a better understanding of what is underneath that flight
325 path, such as houses, or future developments. The partnership with the Truckee Donner Public Utility District in
326 this data collection is critical. By using GIS, the District is making sure to have the ability to create exhibits that are
327 meaningful, beyond just having data. In the past, GIS was used as a one dimensional paper map, with no user
328 control during the exhibit. The new GIS does not take up a footprint on our own servers, and is now able to be
329 shared throughout the public. Mr. Bumen asserted that the major investment of the GIS is starting to pay off.
330 Working with the District on this project is going to really help because of the survey and infrastructure
331 knowledge, it will only help make the system better.

332 **PUBLIC COMMENT:** None

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335 **GENERAL MANAGER'S REPORT**

336 Mr. Smith introduced Mr. Steve Pagni, the newest Operations and Maintenance Tech. Mr. Smith then introduced
337 Ms. Denaë Granger, from Tahoe Staff, as the new receptionist. The Kid Zone Aircraft Exhibit is on track for the
338 second or third week of May. In reference to the AF/D load bearing update, the runway numbering changes
339 aren't that common. Everything looks on track for the June updates, all based on engineering data. There are
340 upcoming training opportunities as well. The Apron lighting segmented circle is 95% done. Ms. Dykstra stated
341 that we need to make final payments to the vendors. As far as the community survey, this will happen over
342 Memorial Day weekend, with 90% of the survey unchanged. The playground dedication in honor of former
343 Director Katie Morrison is scheduled for 2:00 p.m. after the June 27th Board Meeting. In terms of the unmanned
344 aerial vehicles, TTAD has been included in the discussions regarding the development of the test sites for these
345 vehicles. Mr. Bumen stated that we are included in the FAA consideration for California for a test site, but the
346 letter of intent has not yet been signed. California Team is interested in Truckee because it is a high altitude
347 airport, the multiple runways, low density environments near the airport, and the ability to track flight operations
348 with a non-federalized tracking system. There is the potential that, if Truckee was selected, that service could be
349 something vendors would pay for. The FAA is trying to find a site that has a variety of things, such as access to a
350 maritime environment, military ranges, and a variety of test environments. The decision most likely will not be
351 made until the fall. This decision is about testing the aerial platform, not the applications of it. Some of the
352 opportunities that would stem from the outcome of this verdict are; the opportunity to rent hangar space and
353 office space that is vacant right now, and the biggest motivator: jobs. Many communities throughout the United
354 States are looking at this possibility because of the option of having more jobs come from the satellite offices
355 from aerospace companies. The final submission needs to be in the first week of May, and the application will be
356 complete at that point. The letter of intent is non-binding, but not something asked for during this Board
357 Meeting. However, the Board agreed to have Mr. Smith sign the letter of intent. The fourth Wednesday of every
358 month at 4:00 p.m. is the new time and date for the 2014 Board Meetings. The project tracking list was
359 discussed. Director Van Berkem has spoken with several people who would like to discuss having a helipad in
360 Kings Beach. Mr. Smith responded that he would discuss possible locations at the Master Plan Workshop, in Kings
361 Beach, Tahoma and up on the summit.

362 **PUBLIC COMMENT:** None

363 **BOARD MEMBER ANNOUNCEMENTS**

364 Vice President Jones stated that there are about 20 hangars that are empty, in addition to the nightly rented
365 hangars, which equate to approximately \$70,000 worth of revenue on an annual basis. He would like to discuss
366 this topic at the next Board Meeting. Mr. Smith said that topic will be discussed at the Budget Workshop
367 scheduled on May 23rd.

368 **PUBLIC COMMENT:** Mr. Rick Tavan stated that if the economy improves and the Airport was friendlier, the hangar
369 occupancy would go up.

370 **ADJOURN**

371 **MOTION #4 APR-25-13:** Director Van Berkem moved to adjourn. Vice President Jones seconded the motion.
372 President Hetherington, Vice President Jones and Directors Van Berkem and Wallace voted in favor of the motion.
373 The motion passed.

374 At 2:08 p.m. the April 25, 2013 regular meeting of the Truckee Tahoe Airport Board of Directors adjourned.