

The following is a condensed version of the TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTORS regular meeting held Thursday, May 26, 2011 at the Truckee Tahoe Airport Board Room, 10356 Truckee Airport Road, Truckee, CA 96161 at 9:30 am.

**CALL MEETING TO ORDER:** 9:41 a.m.

**DIRECTORS PRESENT:** President Kathleen Eagan  
Vice President J. Thomas Van Berkem  
Director Mary Hetherington  
Director John B. Jones, Jr.

**STAFF PRESENT:** Mr. Kevin Smith, General Manager  
Mr. Phred Stoner, Director of Operations and Maintenance  
Ms. Jane Dykstra, Director of Finance and Administration  
Mr. Kevin Bumen, Director of Aviation/Community Relations and Communications  
Mr. Hardy Bullock, Environment and Technology Specialist  
Mr. Brent Collinson, District Legal Counsel  
Ms. Maria Martinez, District Clerk

**VISITORS:** There were eighteen (18) visitors present

#### **SPECIAL ORDERS OF BUSINESS**

- **RESOLUTION NO. 2011-03 IN RECOGNITION OF DIRECTOR KATIE MORRISON**

President Eagan read Resolution No. 2011-03 honoring Director Katie Morrison.

**PUBLIC COMMENT:** None

**MOTION #1 MAY-26-11:** Director Hetherington moved to adopt Resolution No. 2011-03 of the Truckee Tahoe Airport District in Recognition and Profound Appreciation of Distinguished Service by Director Katie Morrison. Director Jones seconded the motion. President Eagan, Vice President Van Berkem, Directors Hetherington and Jones voted in favor of the motion. The motion passed.

President Eagan presented the framed resolution to Mr. Jim Morrison.

- **PRESENTATION OF FLAG TO JIM MORRISON**

Mr. Ted Owens, Supervisor with the Nevada County Board of Supervisors presented the flag of the United States that was flown over the United States Capital on March 31, 2011 in honor of Katie Morrison to Mr. Jim Morrison.

- **HONORING KATIE MORRISON THROUGH THE INTERNATIONAL FOREST OF FRIENDSHIP BY THE LAKE TAHOE 99s.**

Ms. Sandy Korth addressed the Board representing the Lake Tahoe 99s. The Lake Tahoe 99s will be honoring Director Katie Morrison for her contribution to aviation and love of the environment, at the International Forest of Friendship on June 18, 2011 located in Atchison, Kansas. Mr. Jim Morrison will also be in attendance at that ceremony. Anyone interested in attending the ceremony can go to the website: [www.ifof.org](http://www.ifof.org) for more information.

**PUBLIC COMMENT:**

Mr. Lou Renkins from EAA 1073 stated that on Monday, May 30, 2011, the 5<sup>th</sup> Annual Mike Brown Splash-In will be held at Obexer’s Marina in Homewood, California. The celebration will also include the 100<sup>th</sup> Anniversary of Obexer’s Marina. This event honors not only Mike Brown but other sea plane active individuals that have perished in the last year, and is open to the public.

Mr. Charlie White from EAA 1073 stated that last weekend during the Young Eagles Program in Silver Springs, Nevada, ~~the event Mr. White~~ flew approximately 200 kids. Also, on June 4, 2011, Mr. White and his crew will be flying Young Eagles in Truckee. Children between the ages of eight (8) and seventeen (17) years of age are encouraged to participate in the program. In addition a Memorial Day service will be held at the Truckee Cemetery at 10:00am on Monday, May 30, 2011.

**CONSENT CALENDAR**

- Minutes of the April 14, 2011 Special Board Meeting
- Minutes of the April 28, 2011 Regular Board Meeting
- Monthly Service Bills and Fees

**MOTION #2 MAY-26-11:** Director Hetherington moved to approve the items on the Consent Calendar. Vice-President Van Berkem seconded the motion. President Eagan, Vice President Van Berkem, Directors Hetherington and Jones voted in favor of the motion. The motion passed.

**PUBLIC COMMENT:** None

**FILLING BOARD SEAT OF KATIE MORRISON**

President Eagan stated that last month, notifications went out through the local newspapers as well as electronically to anyone that was interested in applying to fill Director Katie Morrison’s Board seat. Two individuals, Mr. Jim Morrison and Mr. Andrew Terry, expressed their interest in the position. President Eagan explained the process to be followed in filling the Board seat. Both applicants were given 3 minutes to address the Board and the public.

**PUBLIC COMMENT:** None

Ballots were distributed to the Board members. Mr. Collinson read the individual votes. Mr. Jim Morrison received four votes to be appointed as the new Director.

**MOTION #3 MAY-26-11:** Director Jones moved to appoint Mr. Jim Morrison as the fifth Director to fill the vacant Board member seat of the Truckee Tahoe Airport District Board of Directors. Director Hetherington seconded the motion. President Eagan, Vice President Van Berkem, Directors Hetherington and Jones voted in favor of the motion. The motion passed.

The Board thanked Mr. Terry for giving the Board a choice and for all that he is doing for the Airport, the Airport Community Advisory Team (ACAT) and the community.

**ADMINISTRATION OF OATH OF OFFICE**

The Oath of Office was administered by the District Clerk to Mr. Jim Morrison as the newly appointed Board member.

## **AIRPORT COMMUNITY ADVISORY TEAM**

Mr. Terry congratulated Mr. Morrison on his appointment to the Board. ACAT Chair Andrew Terry updated the Board on the current status of ACAT. The iPads have been ordered. Staff is working on some minor operating and storage details at this time. The Board requested that ACAT provide reports on the iPads on a monthly basis or as information comes in. A new subcommittee was formed to determine if there is any interest in auxiliary power units at the Airport. The subcommittee will obtain feedback from pilots of larger aircraft on offering this type of service. The Board requested an estimate on the mobile unit. Mr. Bullock stated that the price of the mobile units range widely. However, the mobile units are less expensive than a permanent in-ground system. Estimated costs will be provided to the Board as the research is completed. Director Jones suggested ACAT review the current use of the fuel truck as a way of reducing the noise level at some time in the future. With the opening of the fuel island, there will be significantly more noise and more fuel burn from the airplanes. In addition, Mr. Terry stated that the principles of the Flight Tracking policy are being refined. ACAT is also going to have a formal Required Navigational Performance (RNAV) presentation from Mr. Jason Dougherty with WhisperTrack. The Road Shows dedicated to Katie Morrison have been scheduled for June and July in Concord and Livermore. Mr. Bullock is working on scheduling a few more as well.

**PUBLIC COMMENT:** None

## **ADMINISTRATION BUILDING CONSTRUCTION UPDATE**

Mr. Peter Beaupre of Prosser Building & Development, Inc. updated the Board on the activity on the new administration building. The project is now approximately 39% complete. Framing is complete and the roof is being installed. Insulation and ceiling drywall have been installed in some areas. The plumber, HVAC contractor and electrician are completing their ceiling rough in. Site work operations are also recommencing for the summer. Currently the project is running one month behind schedule which has been impacted significantly by the weather. Substantial completion of the project is anticipated on or about November 4, 2011. In addition, Mr. Beaupre outlined Ward Young's request for compensation of additional architectural services. Mr. Larry Young and Mr. Robert Heck were present on behalf of Ward Young Architects. Mr. Joe Morris from GLA Morris Construction was also present. Staff is recommending that the Board authorize an increase in Ward Young's authorized contingency by an additional \$71,000 which will be reallocated from other contingencies and not increase the total budget. The \$22,202.75 for services already rendered would be approved now for payment by staff and the remainder of the funds held. They would be paid upon notification from Ward Young Architects of additional services rendered and subsequent staff authorization.

Mr. Smith stated that Mr. Bill Quesnel who is a previous Board member has served as an advisor on this Ad-Hoc committee. Staff has met with GLA Morris and Ward Young representatives several times since October of 2010 to make sure the figures are accurate.

**PUBLIC COMMENT:** None

**MOTION #4 MAY-26-11:** Director Jones moved to approve an increase in Ward Young's authorized contingency by an additional \$71,000 which will be reallocated from other contingencies and also approve the immediate payment of \$22,202.75 for services already rendered. Director Hetherington seconded the motion.

The Board asked if the costs would possibly exceed \$71,000. Mr. Beaupre stated that the costs could come in lower than \$71,000 however they could also come in higher as well. The idea is not to exceed \$71,000. Mr. Smith added that staff has tried to pinpoint the most accurate figure to try to stay within the budget of this project, short of an unforeseen circumstance. Mr. Beaupre noted that if there is a substantial increase in the

design to upgrade the building in added value, there would be added costs. The Board asked if there would be an addition to the construction expense. Mr. Beaupre stated that no additional construction expense is anticipated.

President Eagan, Vice President Van Berkem, Directors Hetherington, Jones and Morrison voted in favor of the motion. The motion passed.

**BREAK:** At 10:42 a.m. the Board recessed for a short break. At 10:47 a.m. President Eagan reconvened the meeting.

#### **FLIGHT TRACKING UPDATE**

Mr. Bumen updated the Board on the current status of the Multilateration Flight Tracking system. Mr. Joe LaMacchia, Mr. Ken Tollstam and Mr. Rich Kohut from ERA were present to discuss the system status. Mr. LaMacchia stated that since the February 24, 2011 Board meeting, he and his staff have been here on three separate occasions to attempt to correct the gaps in Mode 3 A/C detection coverage volume. The testing and analysis performed resulted in the elimination of the GFE interrogator set up. Additional analysis exposed ground disturbance and multi-path causing code swaps as well as dropped tracks and gaps on Mode 3 A/C aircraft. As a result, some of the antennas have been realigned and the receiver minimum trigger level has been adjusted. Tracking performance after the adjustment has significantly improved in gap areas and coverage volume. A flight test is scheduled for today. The analysis of flight test documented SAT protocol will be submitted for approval on June 3, 2011. Mr. Bumen added that some of the other issues staff was having with some of the remote sites in instability have been addressed. The system has now been very stable over the last six weeks.

President Eagan stated that a very detailed memo was provided by one of the District's constituents regarding concerns about the flight tracking system. The Board requested that Mr. LaMacchia note where some of those identified issues have been addressed or if they have not been addressed. In addition, the Board requested clarification on the vulnerability of the system's reliability due to the weather. Mr. Bumen stated that there are two areas to be addressed which include the actual hardware on the tower that is exposed to the elements. Staff expects to be out at the individual tower sites at least quarterly to check the system's reliability and areas of concern. In addition, the vulnerability on the software side is checked daily through a management console web page in Mr. Bumen's office with a real time status of the system and all of the sub systems as well. The vendor can also view this same web page from any location he may be working from so that adjustments can be made via remote location as needed to keep the system working properly. Mr. LaMacchia added that once the flight test is run, the system performance and site acceptance test will be done. Mr. Bumen noted that staff has reviewed Mr. Rick Tavan's concerns and the three key areas are being addressed.

Mr. Tollstam added that the District can continue with an experimental license for use of the interrogator which will have a periodic expiration date requiring a renewal every two years. The long term solution would be to get the Truckee Tahoe Airport District site designated as a "Safety of Flight" facility so that it can qualify for a perpetual site license. This would require FAA sponsorship. The details need to be discussed between the FAA and the District and should not include the vendor. ERA will work with the District to come up with a solution to get the FAA to take a feed from the system and tie it into their system. The Board requested clarification on the contract terms regarding the experimental license. Mr. Bumen stated that there is a Memorandum of Agreement crafted to enable an experimental license. In exchange for the use of the GFE and this two year experimental licensing, it provides the FAA at headquarters, monthly reports of over flight activity that they may have an interest in. The Board requested the details of the process staff will be taking to move forward with the

short and long term solutions. Mr. Bumen noted that in discussion there are as many strategic as tactical decisions that need to be reviewed. The first hurdle is the August 2011 renewal and in the mean time staff is discussing the various critical paths for the long term solution. The Board thanked Mr. Tavan for presenting the issues on the flight tracking system.

#### **PUBLIC COMMENT**

Mr. Tavan stated that he was very encouraged by the new technical explanations for the GAP problem and the solution that was applied. It sounds very credible and it is what he was expecting to hear. There are still a few issues to be resolved. There is a request that the warranty period begin at the end of June. That probably has contractual ramifications such as fulfillment of delayed payments and final acceptance of the system. Mr. Tavan stated he would advise the Board to be very cautious about making those commitments until the licensing issue is resolved. The impression he has about the licensing is that ERA was representing the system as licensable. However, what he is hearing now is that it is not licensable without negotiations between the District and at least one if not two or three branches of the federal government. That misrepresentation is material. The Board should very carefully review the contract with that in mind. Mr. Tavan understands their explanation that the District has more leverage with the federal government than the vendor. However, the vendor told the Board that they were selling the District a system that could be licensed using largely routine procedures. With the exception that they had to borrow an interrogator until their interrogator was approved, the licensing issue the Board is looking at now has nothing to do with the approval of their interrogator. As they correctly explained, the licensing issue obtains even if their interrogator were installed, accepted, authorized and operating today. A license is still needed for it to transmit. He is still surprised that the license is not routine. He does not remember the Board making an agreement which excluded a permanent license. A permanent license is needed for a system of this magnitude and expense. There are a few remaining technical issues and good progress is being made. Mr. Tavan requested the Board find out what representations will be made regarding the licensing of this system.

#### **PAVEMENT WORK PROGRAM**

Mr. Smith stated that Reinard Brandley, Consulting Airport Engineer, conducted a pavement survey for concurrence and pricing of the proposed pavement repairs and maintenance for fiscal year 2010 – 2011. The Board requested that Mr. Smith clarify the Engineer's report for the Board. Mr. Smith reviewed each project with the Board. The total for these projects is estimated at \$505,150. To pay for these projects there is approximately \$300,000 in the current budget. Some of the money would also need to be allocated from the \$1.2 million in reserves to make up the difference. All of this work is being included in the pavement management plan and has been reviewed by Reinard Brandley. These are the engineer's best estimates. Staff is requesting the Board authorize the expenditure of budgeted monies for the pavement work as described.

The Board discussed the repair / replacement of the blast pads at Runway 1 and 19. Mr. Brandley stated that the prices given in his recommendation were for repair only. The Board also discussed giving priority to Hangar rows J & K over these projects and the option of FAA funding for these projects in the next cycle. Mr. Stoner stated that priority should be given to these projects over J & K if needed. One of the Board's main concerns is to have a pavement management plan that not only focuses on where the need is but what is most cost effective.

#### **PUBLIC COMMENT**

Mr. Bill Quesnel stated that the cost of the fog seal on Runway 1/19 is about \$70,000 where most of the cost goes to the striping. So \$70,000 can be taken out for the fog seal as the paint goes away due to the chains and

the blade on the snow removal equipment anyway. The District is on the edge of the curve and we have had discussions about being smart so the District stays in that curve. When the asphalt ages too far, the District has to spend the money to fix it. If the District removes the \$70,000 for fog seal on runway 1/19 to get the paint up to speed regardless of the weather, especially if something is done with runway 10/28, due to the potential increase in traffic on 1/19; then maybe there is some limit to what the District can do for the crack filling of L and M hangar rows and around the warehouse if the Board is concerned about dipping too far down into the reserves. That would be the only two places where maybe the District could take out approximately \$140,000 so that the \$505,000 could be reduced down to approximately \$360,000 to get down to the number everyone is focused on. The airport safety issues should be addressed first, which are Taxiway A, the markings on 1/19, the blast pads and the pavement around C, D and E. Mr. Quesnel suggested eliminating the fog seal on 1/19 and reducing the amount of crack filling in the area around L, M and the warehouse.

The Board requested clarification from staff on which portions of the projects to remove from the list to reduce costs. Mr. Reinard discussed his recommendations on each project with the Board. Ms. Dykstra stated that the \$1.2 million dollars discussed in the reserve is related to FAA non-fundable projects. There is also a reserve set up for FAA grant eligible projects that currently has \$1.5 million dollars in it. Some of the projects that the Board is discussing are projects that would have been reserved for in future years, so that money is also available for FAA fundable projects.

**MOTION #5 MAY-26-11:** Vice President Van Berkem moved to authorize the expenditure not to exceed \$505,150 for the repairs of projects numbered 1 through 5. President Eagan seconded the motion. President Eagan, Vice President Van Berkem, Directors Hetherington, Jones and Morrison voted in favor of the motion. The motion passed.

#### **AD-HOC RUNWAY COMMITTEE REPORT**

Mr. Smith stated that the concern with the Runway 10/28 project is getting it awarded to a contractor by the beginning of October. If funding is secured at that time, it will move the project to the spring of 2012. Mr. Brandley will need the Board's approval on one of four options to proceed with the rehabilitation project. Mr. Brandley gave a brief description of the Runway 10/28 rehabilitation design options. The Board agreed to have Mr. Brandley give a more detailed presentation at the June 13, 2011 Board meeting.

**PUBLIC COMMENT:** None

**BREAK:** At 1:07 p.m. the Board recessed for a lunch break. At 1:16 p.m. President Eagan reconvened the meeting.

The Board agreed to start the June 13, 2011 Board meeting at 9:00 a.m. to accommodate the additional items needing discussion and possible action.

#### **STRATEGIC PLAN REVIEW**

Mr. Smith reviewed comments with the Board from the airport users and pilots regarding the March 2011 Draft of the Strategic Plan. Items of discussion from that meeting were color coded as follows: Red – High level of discussion; Orange – Medium level of discussion and Blue – Low level of discussion. Staff is currently working with local agencies and community groups to solicit comment and feedback regarding the Strategic Plan. The Board requested clarification of measurable objectives as they relate to the Strategic Plan. Mr. Smith stated that this will be covered in the Budget Workshop on June 13, 2011. The Board discussed the option of an Economic Impact Study. Mr. Smith stated that the District did a study in 2000. An economic study does help identify

items that the District may not think are revenue generators. The Board requested that the items noted in red be evaluated by staff to see if they can be enhancements to the Strategic Plan. The Board also requested that transient use fees be re-evaluated. Mr. Smith noted that Mr. Bumen is currently working on changes to the non-hangar related fee schedule and will be making a formal presentation to the Board at the June 23, 2011 meeting. The Board discussed integrating the District's economic development studies with other efforts going on throughout the community. The Board also requested that staff obtain community input on the Strategic Plan. The Board discussed economic development in the community. Mr. Smith suggested that Item 3.4 of the Strategic Plan address the value of economic development efforts in the community and the District's participation in those efforts. The Board agreed. In addition, Board members will be sending Mr. Smith a list of agencies and organizations to add to the outreach efforts for review of the Strategic Plan.

#### **PUBLIC COMMENT**

Mr. Tavan apologized to the Board on the comments he previously made on the current draft of the Strategic Plan. The comments were generated over a cycle based on a very old draft. A lot of the problematic language that he previously mentioned is not there anymore. There was also very good discussion about getting the non-aviation general public involved in answering questions such as "What do we want to be?" He thinks it is a good idea to do that. He agrees fully that that should be part of a melding of the Strategic Plan process with the Airport Master Plan process. However, if the Board is going to do that, then the Board owes the public a good economic impact study. People who don't know the airport deserve a good economic impact study. It might be possible to fund the study with FAA money that is funding an airport master plan. The airport owes it to its non-flying constituency to give them a good overview of how the airport today impacts the economy, otherwise how can you ask them what they want the airport to do in the future? Finally on the concept of attracting pilots with twin engine airplanes, a better way to think about that would be to think of the pilots who live in a population center within a 4 hour flight of Truckee Tahoe Airport. It's winter. Ask the question, "Where do you want them to go? They can go to Truckee, South Lake Tahoe or Mammoth? Where do you want them to spend their money?" In the summer, where do you want them to go - Truckee, South Lake Tahoe or Clear Lake?" Those are the questions the public may want to answer if you are talking about the impact of the airport. These are people who are going to fly on their vacations. Eventually they may decide to buy real estate somewhere. Whether they buy real estate or not they are going to spend on hotels and entertainment and recreation and those are their choices.

Mr. Smith stated that an updated copy of the Strategic Plan will be distributed for the June 23, 2011 meeting.

#### **DISTRICT ENGINEER'S REPORT**

Mr. Clague reviewed the status of the District's capital projects with the Board. Mr. Clague's firm, Atkins, formerly known as PBS&J, is involved in three of the District's capital projects. Two of the projects are potential FAA projects and were completed together. The first is the Apron Lighting and Segmented Circle Replacement with an estimated cost of \$480,000. The other project is the Pavement Reconstruction at Hangar Rows J & K with an estimated cost of \$768,000; \$80,000 of that is ineligible for federal funding. Those projects have been designed. The advertisement for those projects went out on May 11, 2011. The bid opening will be held on June 10, 2011. The bidding climate is very good right now and the bids are expected to come in below the project estimates. Applications were submitted for federal funding in January however the FAA has stated they would not guarantee any funding. Therefore the bids would be opened and a grant application would be submitted to the FAA. At that time, the FAA would let the District know if funds were available to fund the project. The third project Atkins is working on is Chandelle Way. The plans are approximately 90% complete.

Mr. Clague stated that the Board may want to consider negotiating with GLA Morris and do a change order for the project rather than put it out to bid. Another option would be to do a change order that fronts the new improvement. Mr. Smith added that staff is not asking the Board to make a decision at this time as this project has already been competitively bid. However the District could save money and time by proceeding with this option. Mr. Smith stated that this would be a \$230,000 change order but care should be taken to ensure District policies are being followed and that it is in the best interest of all parties. The Board encouraged staff to make sure the District is paying the appropriate price for this project and policies are followed.

**PUBLIC COMMENT:** None

#### **MEDEVAC CREW FACILITY OPTIONS**

Mr. Smith stated that staff has reviewed various options for facility improvements to enhance the effectiveness of medevac operations in the north Tahoe Region. The current proposal is to lease the old maintenance office that has become available to the medevac crew rather than building a new facility. This would also include aircraft parking for improved efficiency. The main advantage to the community is the first response time. Improvements would need to be made to the building estimated at approximately \$30,000. Staff is requesting Board authorization to make the improvements to the building not to exceed \$30,000. The Board requested that staff ensure it is meeting proper building code, and following District policy on what is charged for this project.

**PUBLIC COMMENT:** None

**MOTION #6 MAY-26-11:** Director Hetherington moved to authorize expenditure not to exceed \$30,000 for improvements to the old maintenance building for Medevac Crew Facilities. Director Jones seconded the motion. President Eagan, Vice President Van Berkem, Directors Hetherington, Jones and Morrison voted in favor of the motion. The motion passed.

#### **FOREST MANAGEMENT PLAN**

Mr. Stoner stated that staff has spoken with Mr. Malcom North regarding the Forestry curriculum for the John Muir Institute out of U.C. Davis. The program will begin in the fall of 2011. Mr. North will be meeting with staff on July 25, 2011 to walk the property and discuss the curriculum. Mr. Bullock is also working with the Sugar Pine Foundation regarding the trees they would like to plant on the property. In addition there is approximately \$1.2 million dollars from a Settlement Agreement with Lahontan Regional Water Quality Control Board for the violations that occurred several years ago. Unfortunately, a large amount of that money most likely will not be going to forest management and hazard reduction at the Waddell property. There is another meeting scheduled for Wednesday, June 1, 2011 to continue this discussion.

**PUBLIC COMMENT:** None

#### **FINANCIAL REPORT**

Ms. Dykstra, Director of Finance and Administration, detailed her financial report.

**PUBLIC COMMENT:** None

President Eagan left the meeting at 2:47 p.m.

#### **INTERNAL CONTROL REVIEW**

Director Hetherington detailed her Internal Control Review report with the Board.



**PUBLIC COMMENT:** None

**POLICY INSTRUCTION REVISIONS**

Ms. Dykstra stated that staff has been working on updating the Policy Instructions. Several policies have been consolidated and revised to focus on one single topic each with current information related to Human Resource issues. The two major areas revised in the policies are an increase of the vacation accrual limit for exempt employees as well as clarification regarding Pre-placement Physicals. All other revisions are minor housekeeping items. The revised policies were reviewed as follows:

- Policy Instruction 110 – The Board requested clarification to the vacation policy. Ms. Dykstra noted that the only change to the vacation policy is to the vacation cap for exempt employees.

**PUBLIC COMMENT:** None

- Policy Instruction 111 – There were no Board comments.

**PUBLIC COMMENT:** None

- Policy Instruction 112 – The Board requested the policy to read: “A current pilot’s license and instrument rating are desirable”.

- **PUBLIC COMMENT:** None

- Policy Instruction 113 – The Board requested the policy address promotions as well as registered domestic partners.

**PUBLIC COMMENT:** None

- Policy Instruction 114 – There were no Board comments.

**PUBLIC COMMENT:** None

**MOTION #7 MAY-26-11:** Director Jones moved to approve the revised Policy Instructions No. 110, 111, 112, 113 and 114. Director Hetherington seconded the motion. Vice President Van Berkem, Directors Hetherington, Jones and Morrison voted in favor of the motion. The motion passed.

**RESOLUTION 2011-04: DEFERRED COMPENSATION PLAN**

Ms. Dykstra reviewed the updates to the District’s Deferred Compensation Plan with the Board. This is a housekeeping issue. The approval of this resolution would give Ms. Dykstra signing authority when individual employees want to make changes to their account with Nationwide Retirement Solutions, the Plan Administrator. This is the only change requested.

**PUBLIC COMMENT:** None

**MOTION #8 MAY-26-11:** Director Hetherington moved to approve Resolution 2011-04 Deferred Compensation Plan and waive the reading. Director Jones seconded the motion. Vice President Van Berkem, Directors Hetherington, Jones and Morrison voted in favor of the motion. The motion passed.

**BOARD MEMBER ANNOUNCEMENTS:** None

## **MANAGER'S REPORT AND ACTION ITEMS**

Mr. Smith updated the Board on his outreach efforts in the community. Mr. Smith, Director Jones and President Eagan attended the California Special District Association's Legislative Days in Sacramento on May 3<sup>rd</sup> and 4<sup>th</sup>. This was a very informative conference highlighting key issues being considered by the State Legislature. Among the items discussed were the posting of staff reports 72 hours before a meeting with no ability to make revisions as opposed to keeping the posting at 24 hours. In addition, the budget was another topic of discussion as well as special district realignment. Mr. Jones noted that transparency and accountability kept coming up in discussions. Other areas discussed were efficiencies, effectiveness and collaboration of special districts. There was also a fair amount of focus trying to give city and county governments more control over special districts.

Mr. Smith stated that staff is currently working on a summer community outreach calendar. Mr. Smith asked the Board to review the North Tahoe Event Center website to determine if it would be beneficial for the District to participate in any of the listed events.

Mr. Smith met with representatives of the North Tahoe Transportation Management Association with regard to having the District participate in public transit on a larger scale. The main focus of the group is trying to make the Highway 267 corridor a function year-round. A three year evaluation of the year-round 267 corridor route is required to determine what the ridership will be long term. The group may return to make a formal presentation to the Board at a later date.

The Board requested that Mr. Smith add Ad-Hoc Committee appointments to the agenda for the June 23, 2011 Board meeting.

Mr. Stoner also updated the Board on the progress of the Fuel Island. There are some communication problems that need to be resolved regarding the wireless system. Staff is currently working on hard wiring the system.

**PUBLIC COMMENT:** None

## **ADJOURN**

**MOTION #9 MAY-26-11:** Director Hetherington moved to adjourn. Director Jones seconded the motion. Vice President Van Berkem, Directors Hetherington, Jones and Morrison voted in favor of the motion. The motion passed.

At 3:30 p.m. the May 26, 2011 regular meeting of the Truckee Tahoe Airport Board of Directors adjourned.