

The following is a **condensed** version of the TRUCKEE TAHOE AIRPORT DISTRICT BOARD OF DIRECTORS regular meeting held Wednesday, June 24, 2020 via live web streaming.

**CALL MEETING TO ORDER: 4:30 PM**

**PLEDGE OF ALLEGIANCE**

**DIRECTORS PRESENT:** President Teresa O’Dette (via Teleconference) (Left meeting at 6:55 PM)  
Vice President Mary Hetherington (via Teleconference)  
Director Rick Stephens (via Teleconference)  
Director Jim Morrison (via Teleconference)  
Director Lisa Wallace (via Teleconference)

**STAFF PRESENT:** Mr. Kevin Smith, General Manager (via Teleconference)  
Mr. Hardy Bullock, Director of Aviation & Community Services (via Teleconference)  
Ms. Kelly Woo, Director of Finance & Administration (via Teleconference)  
Mr. Brent Collinson, District Legal Counsel (via Teleconference)  
Mr. Marc Lamb, Community Relations Manager (via Teleconference)  
Mr. David Van Quest, Aviation & Community Services Noise Associate (via Teleconference)  
Ms. Lauren Tapia, HR Manager/District Clerk (via Teleconference)

**VISITORS PRESENT:** 0

**MODIFICATION OF AGENDA:** None

**SPECIAL ORDERS OF BUSINESS:**

Mr. Smith reviewed the Covid-19 District response update. Mr. Smith noted of the uptick in cases both in Placer and Nevada County. The Airport is seeing increased operations and traffic is steady, with more jet fuel being sold thus far compared to this time last year. Mr. Smith stated that it is still unknown what fall and winter will be like.

**PUBLIC COMMENT:** Mr. Paul Sheckman, read his email submitted as public comment regarding increased aeronautical activity, specifically flight schools flying repeated pattern work.

Ms. Linda Russen, made a public comment regarding Soar Truckee operations. Ms. Russen questioned why TTAD would consider spending \$50,000 to purchase ADSB transponders Soar Truckee's tow planes.

Mr. Frank Cortez, Truckee Resident, made a public comment regarding increased jet activity over the Prosser Lake View neighborhood.

Ms. Nancy Woody, Truckee Resident, made a public comment regarding increased jet activity over the Prosser Lake View neighborhood. Ms. Wood questioned ADS-B and the Tower’s active control of aircraft.

Mr. Matt Miller, Truckee Resident, inquired about health safety regarding flight training and Covid-19.

Ms. Julia Lawrence, Truckee Resident, made a public comment regarding increased aeronautical activity over her neighborhood.

**CONSENT ITEMS**

- Minutes: May 27, 2020 Special Meeting ----- TAB 01
- Minutes: May 27, 2020 Regular Meeting ----- TAB 02
- Monthly Service Bills and Fees ----- TAB 03
- Consideration of Annual Employee COLA Adjustment ----- TAB 04
- TTAD Investment Policy Review ----- TAB 05

- Annual Cyber, Workers Compensation, Property Insurance Renewal ----- TAB 06
- Monthly Operations and Comment Report ----- TAB 07
- AARF Annual Report ----- TAB 08

Vice President Hetherington requested to pull tab item 07.

District counsel made a disclosure on behalf of all employees potentially impacted by the proposed Cost of Living increase that they would be financially impacted by the wage and salary increase, but because it was on the Consent Calendar, it was not necessary for them to leave the virtual meeting room.

**PUBLIC COMMENT:** None.

**MOTION #1 JUNE-24-2020:** Director Stephens motioned to approve Tab Items 01-06 & 08. Vice President Hetherington seconded the motion. President O’Dette, yes. Vice President Hetherington, yes. Director Stephens, yes. Director Morrison, yes and Director Wallace, yes. The motion passed via roll call vote.

Vice President Hetherington noted that Prosser Lakeview neighborhood has experienced a lot of air traffic this past weekend which is why the District has received an increase in public comment from that neighborhood.

Vice President Hetherington inquired about touch and goes and asked if a metric can appear in the report tracking that activity. Director Wallace also indicated the value in seeing touch and go traffic numbers included in the monthly and quarterly reports. Vice President Hetherington would like a breakout by type of aircraft and to not average all aircraft. Vice President Hetherington noted that it is difficult to locate information regarding the voluntary curfew and expressed disappointment regarding the Tranquility Program being shelved. Vice President Hetherington inquired about the Pilot and Passenger Outreach Coordinator’s outreach effort with corporate operators. Discussion ensued regarding how staff can do “more” regarding pilot outreach, modifications to the website to include Flight Aware, other noise mitigation outreach programs to the front of the website, how Vice President Hetherington receives comments about the airport in a private Facebook group and how those comments can be distributed to the rest of the Board Members/Staff. There was Board consensus to have staff consider and review these items and return and report back to the Board at a future meeting.

**PUBLIC COMMENT:** Mr. Matt Miller, Truckee Resident, questioned why the Airport does not count each touch and go operation. There was a brief explanation that the airport does collect this data but due to the type of operation it is much more difficult to track than a standard operation.

Mr. Andy (Last Name Unknown), made a public comment disapproving of the anti-tourism attitude from the previous commenters, and that it is a counter intuitive thought to the survival of our tourism-based economy.

**TOWN OF TRUCKEE NIGHT SERVICE REQUEST TART (TAB 09)**

Mr. Smith stated that The Town of Truckee with support from Tahoe Truckee Area Regional Transit (TART) and the Truckee North Tahoe Transportation Management Association (TNT-TMA) is requesting the District’s funding participation in a new Regional Night Service Pilot Program. Mr. Smith noted that staff is supportive of the request and feels the request meets the Airport District’s 2020 Transit Goal. The night Shuttle fills an unmet need for locals and employees to be able to move about the District to and from work as well as increases connectivity to the Airport. The FY2020 Budget includes \$366,000 for transit projects. This request will encumber \$92,977 each year for 3 years if the Board chooses to approve the program. Currently \$153,200 of the \$366,000 is committed to the Free Fares program. If the Board approves the Night service request the Transit budget will still have \$119,823 for other transit projects and ideas in 2020.

Director Morrison inquired about transit service impacts due to Covid –19. Ms. Kelly Beede, with the Town of Truckee, noted that there was a significant decrease in ridership, but they are seeing an increase in the last two weeks with the reopening of local businesses. Vice President Hetherington noted that there is a significant amount of Placer County tax base on the Truckee side of the ridge and questioned Placer County does not fund transit services outside of the Tahoe basin. Ms. Beede indicated that Placer County does put significant funding in to the out of basin areas including funding the Free Fares program throughout the TART Region.

**PUBLIC COMMENT:** None.

**MOTION #2 JUNE-24-2020:** Vice President Hetherington motioned to approve allocating \$92,997 in 2020 with a 3% escalator for 2021 and 2022 from the Districts Transit funds for the 3-year Night Service Pilot Program on the Tahoe Truckee Area Regional Transit System. Vice President Hetherington moved to have staff work with partners to complete final Contracts/Agreements for approval on the consent agenda at a future Board of Directors Meeting based on the following findings: The proposed Night Service program will encourage use of public transit enhancing connectivity to the Airport for all District constituents, the proposal may decrease the number of vehicles on local roads helps improve traffic congestion and benefits our local environment, supporting this program assists the District in achieving Goals related to regional partnerships, carbon reduction, and transit strategy Goals. Director Stephens seconded the motion. President O’Dette, yes. Vice President Hetherington, yes. Director Stephens, yes. Director Morrison, yes and Director Wallace, yes. The motion passed via roll call vote.

**TRUCKEE TOMORROW FUNDING SUPPORT PROPOSAL (TAB 10)**

Mr. Smith stated that at the April Board of Directors meeting the he informed the Board that Staff intended to bring proposals forward that would support our local business community likely through the North Lake Tahoe Chamber and Truckee Chamber of Commerce. There was Board consensus at that meeting for District consideration of initiatives and programs that could supporting our local business community to help relieve impacts due to COVID-19. Staff has a proposal from the Truckee Chamber that we would like to present to the Board.

The Airport District has been an active participate and funder of Truckee Tomorrow since its inception. A diverse and vibrant business community is important to the ongoing viability and sustainability of the Airport District. A diverse and strong jobs market is also important to Airport District constituents. Due to COVID-19 the Chamber has needed to pivot to more basic support of our business community as many businesses are struggling to reopen and return to operation. The Truckee Chamber has needed to use their available funding to support these important endeavors. If the District can increase its Truckee Tomorrow contribution it will greatly help to keep the above programs in Truckee Tomorrow Phase II progressing forward. Mr. Smith stated that staff has reviewed the request and recommends approval of the increased contribution from \$10,000 to \$50,000 (\$40,000 increase).

Discussion ensued regarding the program, with Vice President Hetherington noting her desire for other Special Districts to increase their contribution as well and for the District to not be the only increased contributor. There was consensus from the Board that the increase should only be a one-time contribution.

**PUBLIC COMMENT:** None.

**MOTION #3 JUNE-24-2020:** Director Stephens motioned to approve the request from the Truckee Chamber of Commerce for a one-time increase of District funding commitment from \$10,000 in 2020 to \$50,000 (\$40,000 increase) to support the Truckee Tomorrow Phase II goals. Director Morrison seconded the motion. President O’Dette, yes. Vice President Hetherington, yes. Director Stephens, yes. Director Morrison, yes and Director Wallace, yes. The motion passed via roll call vote.

## **DESIGNATION OF UNRESTRICTED NET ASSETS (TAB 11)**

Ms. Woo reviewed the District's proposed modifications to the Unrestricted Net Asset Categories. Designating funds in the various areas proposed does not limit the District's flexibility to move and use the funds when a compelling opportunity presents itself. The designations are detailed in the financial statements and are a primary indicator to the reader of the financial statements of the current direction of the Board. They are an important form of communication with TTAD's constituents.

**PUBLIC COMMENT:** None.

**MOTION #4 JUNE-24-2020:** Director Stephens motioned to approve the proposed allocations and designations of the Districts Unrestricted Net Assets for CY2020 and move to approve the revised PI 309 as attached. President O'Dette seconded the motion. President O'Dette, yes. Vice President Hetherington, yes. Director Stephens, yes. Director Morrison, yes and Director Wallace, yes. The motion passed via roll call vote.

## **ADS-B TRANSPONDER FOR GLIDERS (TAB 12)**

Mr. Bullock stated that staff has included this item on the agenda at the request of Director Stephens. Staff has previously discussed this concept with the Airport Community Advisory Team (ACAT). At that time ACAT took no action on the initiative and declined to fund the equipment purchase and aircraft modifications. ACAT indicated that they would prefer Soar Truckee incur that expense. Soar Truckee has indicated that as a non-profit, they operate on a limited budget and are not able to fund the transponders as much as they would like to. Mr. Bullock noted that based on pending surveillance coverage within the service area of the Truckee Tahoe Airport, both Staff and Director Stephens support the objective of this initiative which is the enhancement of Safety.

Mr. Bullock noted that gliders and lighter than air aircraft are not required to install ADS-B equipment. Truckee Tahoe Soaring Association (TTSA) is Truckee Tahoe Airports number one user by volume and has a high impact on the overall capacity of the airspace with 6,574 annual operations in 2019 out of a total of 36,379 total operations, or 18% of the total aircraft traffic. Gliders and tow planes have unique operating characteristics which make them an ideal candidate for enhanced visibility provided by ADSB use. The ADSB equipment would be purchased and owned by the District. When the serviceable life of the ADSB equipment was complete or the use agreement had been fulfilled the equipment would be returned, sold, or surplus. Mr. Bullock stated that the District would impose covenants for repayment, security, default, and misuse of the equipment. These would be officiated through a written use agreement and collateralized with a Federal Aviation Administration Security Agreement 8050- 98 Form. Mr. Bullock stated that this potential expenditure of \$49,401.00 would be drawn from budget item 800-6024, Aviation Safety Initiatives FY2020.

Mr. Greg "shifty" responded to public comments directed towards TTSA operations and the Airport District. Mr. "Shifty" stated that the District website and the aviation found on the website is the best he has ever seen.

Mr. Shifty reviewed the background of TTSA and how the entity transitioned from a for-profit business to a non-profit, as well as the type(s) of transponders that would be potentially installed in the tow planes.

Director Stephens noted that the District can't afford to not pay for the requested transponders, as the increase in safety justifies the expense. Director Stephens noted that the District can't afford to not pay for the requested transponders, as the increase in safety justifies the expense. Vice President Hetherington asked various clarifying questions: (1) Can the tower see the gliders at this time: the response was that if they are equipped with Mode 3AC, they can be seen now and that of the 28 gliders

that operate at the field, all but one have that capability. Eight of the private gliders do have ADS-B out but eleven do not and by FAA regulations, they are not required to have it. (2) Do the tow planes currently have ADS-B out as required by the FAA on January 1, 2020: the response was that they do not have them but if Soar Truckee has to do a retrieve such that they fly above 10,000 feet, then they must have them. Director Morrison asked why Soar Truckee hasn't put ADS-B transponders in their tow planes. Soar Truckee responded that they couldn't afford it. Vice President Hetherington note that earlier in the discussion Shifty had said they have \$50,000 in the bank. Soar Truckee has been aware of the FAA requirement for ADS-B transponders for at least ten years and should have been budgeting for those acquisitions, and Vice President Hetherington cannot support using public funds for a private entity. (3) How will the glider operations conflict with the proposed Runway 11 charted procedure that is currently being developed and will the FAA disallow such a procedure: the response was that it is unknown and that the FAA will consider the traffic patterns in their consideration of new procedures. (4) How do we weigh the benefits of a potential procedure that distributes overflights vs. the value of glider operations? No response. (5) Is personal safety something that a private glider pilot needs to be responsible for rather than using public funds? President O'Dette concurred but said we are discussing only Soar Truckee's gliders at this time rather than private gliders. (6) Why is \$49,401 budgeted when the Sierra Aero costs are \$44,908: the response was that a 10% contingency was added. (7) When is ADS-B supposed to come online: the response was that testing will start in September, which will effectively be after the soaring season is over. (8) Safety is not safe if there will still be gliders that are not seen by the tower and the operators are not required by regulations to install equipment that will make them be seen: No response. Discussion ensued regarding TTSA being a very active static operator at the airport, the difference in activity between a private glider vs. TTSA owned gliders, why ACAT Members chose to not take on this project, as well as possible incentive programs the District can put on TTSA to get ADS-B transponders installed in their aircraft.

**MOTION #5 JUNE-24-2020:** Director Stephens motioned to approve the amount of \$49,401 for ADSB Safety Equipment, Aircraft Modification Partnership with Truckee Tahoe Soaring Association. Director Morrison seconded the motion. President O'Dette, yes. Vice President Hetherington, no. Director Stephens, yes. Director Morrison, no and Director Wallace, no. The motion did not pass via roll call vote.

President O'Dette left meeting at 6:55 PM.

#### **MONTHLY ACAT REPORT (TAB 13)**

Mr. David Diamond, ACAT Chair, reviewed the Monthly ACAT report for May 2020. Chair Diamond reviewed final presentations of the Emergency Landing Map and Safe Haven Policy, May ACAT action items and staff presentations from the May ACAT Meeting. There was consensus of support for the final ACAT projects.

Mr. Bullock reviewed the voluntary curfew program and the draft pilot survey questions for the program. Discussion ensued amongst Board members about the survey questions, and the reasoning behind eliminating the two current curfew programs to just have one. There was Board consensus to have Staff send out the pilot survey.

**PUBLIC COMMENT:** None.

#### **MONTHLY FINANCIAL REPORT (TAB 14)**

Ms. Woo reviewed the Monthly Financial report for the month end of May 31, 2020. Ms. Woo noted Fuel sales and overall FBO sales have started to rebound. May 100LL gallons sold were up 35% to 2019 and JetA was up 51%. Ms. Woo stated that June seems to be slowly picking up although averaging gallons sold for the first 17 days to estimate the last 13 we may end up with a deficit in 100LL of 28.4% under 2019

sales and Jet A 56.4% under last year's numbers. Ms. Woo stated that Repairs and Maintenance expenses are under budget mostly due to timing of a few invoices and lack of spending. Staff expects to see more projects underway in the second half of June and the summer months now that it has employees back on a normal schedule.

Vice President Hetherington requested to have notation of the airside, admin, avcom department numbers so it is easier to track the Departments expenditures, as well as having a separate line item tracking the Airport's overnight hangar revenue.

**PUBLIC COMMENT:** None.

#### **GENERAL MANAGERS REPORT (TAB 15)**

- **Upcoming Training/Conference Opportunities**

Mr. Smith noted that most all travel and training opportunities have been postponed or cancelled through the end of the year. It is unlikely the District's travel and training schedule will return to "normal" until sometime early next year.

- **Ad Hoc Committee and Board Assignment Updates**

Director Stephens stated that he attached various reports outlining updates on the projects.

- **Truckee Tahoe Workforce Housing JPA – Update**

Mr. Smith noted that the District will be conducting an employee housing survey. The other participating Districts are conducting the same survey as well. Mr. Smith noted that the Survey will be presented to the Board at a future meeting.

- **Review of 2021 Budget Process Timeline**

- June 26, 2020 – Review 2021 Budget timeline and provide Budget Request Worksheets to Board
- July 10, 2020 – Budget Review Worksheets due
- August 26, 2020 – Budget Workshop to review Budget Opportunities for 2021
- September 23, 2020 – Review First Draft of Preliminary Budget
- October 28, 2020 – Review Second Draft of Preliminary Budget
- December 2, 2020 – Adoption of final Budget

- **4<sup>th</sup> of July Fly Over and Airshow Update**

The Air Show Committee has organized a community flyover for the 4th of July to celebrate and commemorate those that serve on the front lines both with our military/veterans and our local COVID-19 frontline workers. Currently we have 4 historic C-47s, a T-28, and Harpoon WWII Bomber that will make a flight over Truckee, Squaw Valley, and Lake Tahoe. They will depart the Airport around 10:00 AM. With almost all 4th of July events cancelled, its our hope that this flyover will help our community celebrate the 4th of July. The flyover will only expend approximately 1/3 of the regular airshow budget but should be very popular for our community.

The Air Show Committee also met on June 16, 2020. It is looking unlikely that we will be able to have an airshow in September 2020 but the final decision will be reserved until our July 7th Air Show Meeting. In that we will not be able to move to Phase 4 as a community allowing for large gatherings until there is a vaccine it is unlikely the District can have a large gathering in September. Considering the current COVID-19 situation, our July 4th Flyover will be a good substitute for this year's show. We are already working on the 2021 Show. Most all deposits and performer agreements will be transferred to the 2021 Show.

- **Recurrent Air Traffic Controller Noise Abatement Procedure Training - Update**

On June 8th and June 12th Staff met with Air Traffic Manager Larry Finney and each air traffic controller regarding the Standard Operating Procedures (SOP) related to the tower Noise and Annoyance reduction protocol. The training included the use of calm wind runways, repetitive traffic route assignment, inbound routing to runway 11, use of runway 11 by the west area hangar tenants, and use of peak period staffing plans etc. Mr. Van Quest, Mr. Bullock, and Mr. Covey also discussed concepts to gain higher compliance with the bypass departure headings to reduce Olympic Heights overflight. Mr. Bullock spends several days per week in the tower cab verifying the SOP's are being followed and working directly with controllers as well as periodically testing the system while flying locally.

- **Review of District Trails Master Plan**

At the last Board Meeting there was some discussion regarding reviewing the current District Trails Master Plan as a refresher. In addition, ACAT completed an update of that Plan in December 2020. Staff attached the current trails master plan for Board and public review. Director Wallace noted confusing discussion with Mr. Art Chapman (Joerger Ranch) regarding the soaring ranch connector trail from the legacy trail and the controlling document for that trail (the EIR or the Development Agreement with the Town of Truckee). Director Wallace requested that Staff seek out clarity on that confusion and to find out exactly what the controlling document is.

- **Upcoming Board Meeting Schedule**

Mr. Smith reviewed the upcoming Board meeting schedule for July, August and September.

**PUBLIC COMMENT:** Ms. Nancy Woody, Truckee Resident, made a public comment supporting the construction of paved trails, as more individuals within the community can use them.

**BOARD MEMBER ANNOUNCEMENTS:** None.

**ADJOURN**

**MOTION #6 JUNE-24-2020:** Director Stephens motioned to adjourn the meeting. Director Morrison seconded the motion. Vice President Hetherington, yes. Director Stephens, yes. Director Morrison, yes and Director Wallace, yes. The motion passed via roll call vote.

At 7:55 PM the June 24, 2020 regular meeting of the Truckee Tahoe Airport Board of Directors adjourned.

**THIS SET OF MINUTES IS A CONDENSED VERSION OF THE JUNE 24, 2020 REGULAR BOARD MEETING. TO WATCH THE MEETING IN ITS ENTIRTY:** <https://ttm.open.media/sessions/149117/truckee-tahoe-airport-district-board-of-directors-june-24-2020?category=458>

Teresa O'Dette, President of the Board

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Kevin Smith, Secretary of the Board

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