

DCSD hires superintendent from within



Teri White is the incoming superintendent of Douglas County School District.
Photo/Provided

By Kathryn Reed

By filling the superintendent vacancy the Douglas County School District board created another.

Teri White on May 28 was selected to replace Lisa Noonan as superintendent. White has worked for DCSD since last summer as director of human resources.

"I love being part of a district that is as good as ours. And the opportunity to take it even further is exciting. I'm intrigued," White told *Lake Tahoe News*.

The 54-year-old has been in education since obtaining her bachelor and master's in Arizona. She has taught at the fifth- and sixth-grade levels, been an administrator at the middle and high school levels, and at the main office of two other Nevada districts.

White said she reluctantly fell into administrative work while

teaching at a middle school. The principal tapped her to fill in. What she discovered was that work gave her more freedom and opportunities to work with children.

Eighteen years ago she and her husband moved to Northern Nevada to be closer to family. She started in Dayton working as a vice principal and principal.

She was superintendent in Mineral County from 2010-12 and associate superintendent in Lyon County from 2006-09.

It was in Mineral County that she and Noonan first worked together.

"She has done a wonderful job for us," Ross Chichester, board president, told *Lake Tahoe News*.

He said the board liked White's long resume of administrative work.

Four candidates were interviewed.

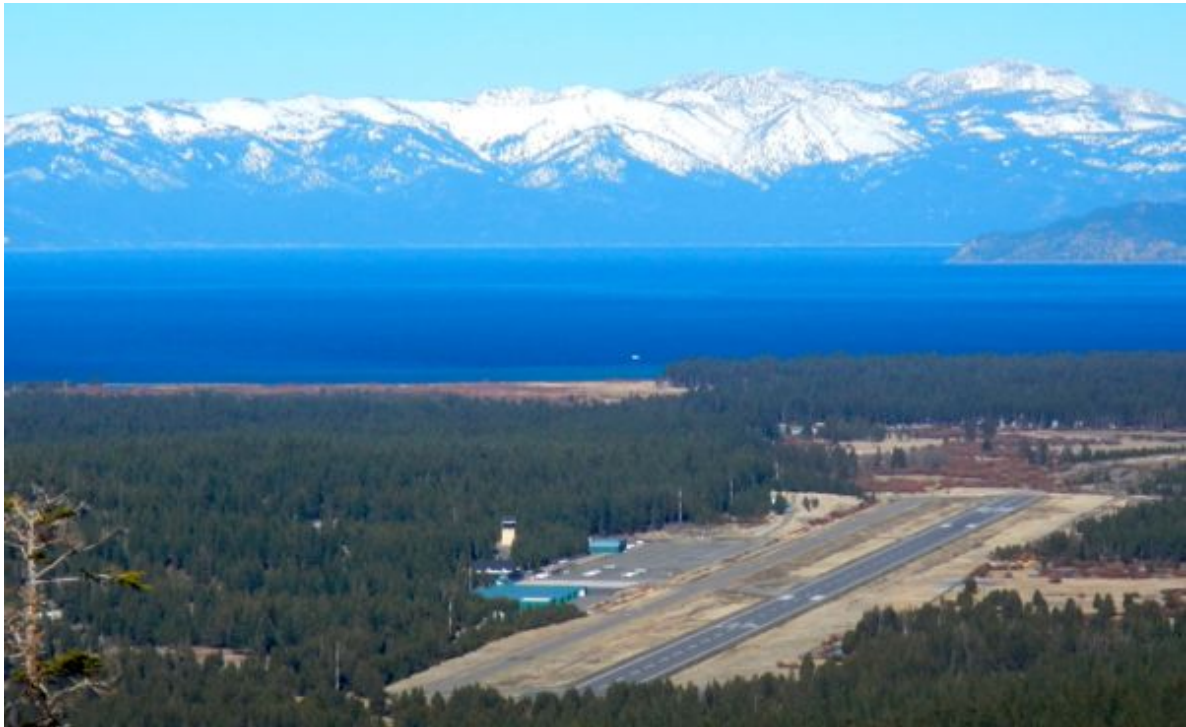
The contract is still being worked out. It's expected White will take the helm in July. Noonan is leaving the first week of August. This will give a one-month transition and some time for White to start the process to find someone to take her old job.

A collaborative approach to dealing with issues and open-door policy are a couple of her strong suits, she said.

"I'm a teacher at heart. The kids are at the forefront of my decisions," White said. "I value our employees, but we need to put kids first. Sometimes that causes difficult decisions to be made."

When White isn't dealing with education matters she can often be found outdoor playing – skiing, kayaking and scuba diving are some of her favorite sports. Traveling is another passion, as well as spending time with family.

Lake Tahoe Airport: Golden dreams



Lake Tahoe Airport has never been without controversy.
Photo/LTN file

Publisher's note: *This is one in a series of stories Lake Tahoe News will be running leading up to the 50th anniversary of South Lake Tahoe on Nov. 30.*

"He who has the gold, makes the rules."

– Michael Hotaling, Airport Master Plan consultant, at the March 16, 2015, public meeting

By Joann Eisenbrandt

"You know, the city purchased the airport from the county in 1983 for \$1. Maybe we should sell it back," an attendee at the March 17, 2015, South Lake Tahoe City Council meeting said while looking over alternative configurations for the Lake Tahoe Airport prepared by the master plan consultants.

That \$1 purchase price has been a decades-long mainstay of local conversation, often repeated in print as fact. But it's not true. The airport was not purchased from the county, but rather it was annexed by the city through the LAFCo (Local Agency Formation Commission) process. LAFCo is an independent commission that coordinates changes in local government boundaries. As the LAFCo resolution confirming the annexation states, "There is no monetary consideration for the transfer herein."



Perhaps the \$1 idea came from a staff report from then City Attorney Dennis Crabb at the May 3, 1983, City Council meeting when the annexation was in its early stages. "Too many unknowns exist at this point," he noted, "to allow the drafting of precise transfer documents," but added, it can be assumed, "that the transfer will be accomplished for one dollar or other nominal consideration."

Del Laine, former city councilwoman and mayor, recalls another \$1 sale offer in the late 1970s or early '80s by former El Dorado County Supervisor Bill Johnson.

"It was tempting," she told Lake Tahoe News, "because it also came with the promise of a two-year subsidy." Johnson does not remember that specific offer, and no written confirmation could be found, but he agrees, "There was always some conversation about the cost of running the airport. From my standpoint, it was always a matter of money."

Of course the devil is in the details. There was no monetary

consideration for the 1983 transfer, but the city was responsible for costs "incidental to the fulfillment by the parties hereto of the transfer conditions set forth in this document." The cost of fulfilling those conditions turned out to be quite high.



Commercial service was once robust at Lake Tahoe Airport. Photo/Del Laine

The beginnings of air travel at Tahoe

But before there was a Lake Tahoe Airport, there was Sky Harbor. Located in Rabe Meadow in the mid-1940s and 1950s, down Kahle Drive from what is now Lakeside Inn. It was a dirt runway carved out of the meadow, where early fly-by-the-seat-of-their-pants pilots needed all the skill and courage they could muster to avoid landing in the lake or against a mountainside. There were no fueling facilities. Pilots came in over the mountains, then circled back over the lake toward the Sky Harbor Casino to land, which they could only do when there was no wind, and during daylight hours.

Former City Councilman and El Dorado County Supervisor John Cefalu, remembers, "My father-in-law flew in to Sky Harbor in his Stearman from Placerville. People in the basin, led by Harvey Gross and Oliver Kahle, realized there had to be a place where aircraft could land."

It was only used from 1946 to 1956. A number of other areas around the South Shore were briefly used or proposed as landing strips, including float planes landing on the lake, areas in Meyers, Johnson Meadow in Bijou, Pope Beach and the undeveloped area which is now the Tahoe Keys.

On March 12, 1956, the Board of Supervisors applied for a \$75,000 grant under the Federal Airport Act to construct Lake Tahoe Airport. The county put in \$63,000 from "available reserves" and the board levied a 10-cent countywide tax over the next year, with the remainder to be paid over the subsequent two years to cover additional airport construction costs.

Lake Tahoe Airport officially opened Aug. 1, 1959. Seventy-five planes flew in that first day. It was open, but it was bare bones. An Aug. 6, 1959, *Tahoe Sierra Tribune* (precursor to the *Tahoe Daily Tribune*) article described opening day: "One by one, planes of almost every make and description dropped in. (County Airports Manager Malcolm) Wordell, seated on the steps of a trailer which had been converted into a 'control tower' was busy at the Unicom, a small portable two-way radio. Searching the sky with his powerful binoculars, Wordell would advise the pilots when all was clear for a takeoff or landing."

There was no control tower, terminal, on-site weather reporting equipment, paved parking for planes or cars, runway lights, hangars, restaurant or other visitor amenities.

It was a festive opening nonetheless. The airport was operational just in time for the 1960 Squaw Valley Winter

Olympics. In an Aug. 6 *Lake Tahoe News* article, correspondent Vivian Little wrote, "At last you can fly to the lake in the sky! A phrase coined by Malcolm Wordell, Airport Manager."

The official dedication was conducted the weekend of Sept. 11-13, 1959, with festivities overseen by master of ceremonies singer/actor Dennis Day. California Lt. Gov. Glen Anderson was a guest speaker, and the first Miss Tahoe Airport contest was held, with nine "beauties" competing in demure one-piece swimsuits. But it rained and rained – perhaps a hint that the airport's high-flying honeymoon might be short lived.

The August 1959 edition of the *Pre Flight Air News*, a monthly pilots' magazine based in Oakland, reflected the excitement of area airmen. "Now, at last, the California pilot can jump in his plane with visions of jackpots dancing before him. He can zoom past the bumper to bumper crowds, and be well on his way to wealth ... before the poor earthlings have cleared Placerville."



El Dorado County was the first operator of the airport.
Photo/South Lake Tahoe

A bumpy ride

Some of the “earthlings” in Placerville, it turned out, were not as thrilled about the airport. Its costs to county taxpayers raised West Slope dissatisfaction even before it opened. The El Dorado County Property Owners Association told the *Tahoe Sierra Tribune* in July that the airport was, “for the benefit of a few fly-by-night developers and cheep (sic) gamblers.”

South Shore chamber member Jerry Calvert responded in an Aug. 20, 1959, *Tahoe Sierra Tribune* article. He called the Taxpayers Association, “A group of obstructionists (who) are now trying to forestall the future of the airport.” Of the gaming industry, he said, “This element and those who conduct this activity are an important segment of our economy. There is absolutely nothing cheep (sic) about any of them.”

In the airport Master Plan it was preparing, Charles Luckman Associates suggested the county, “Consider the feasibility of obtaining financial support or advances from Gaming and Stateline Entertainment interests which would profit from immediate development of the Master Plan.”

Tahoe was growing – there was the impressive \$150 million Tahoe Keys development, a \$3 million Harrah’s expansion, an explosion in building permit applications, a shopping center in Tahoe Valley, new schools, and the airport, which was seen as a vital component in all that growth. Not everyone was thrilled with this either.

“Only the people in Lake Tahoe wanted it,” Bill Johnson told *Lake Tahoe News*. “It was the clubs who were the pushers at that stage. I didn’t care for the airport being there. I didn’t care for the Tahoe Keys being there.”



The FAA has provided a substantial amount of money to help keep the runways and tarmac in shape. Photo/LTN file

The good and the bad

Shortly after its festive opening, there were three crashes at the airport all within a week, with two fatalities. Safety became an issue. Failure to gain altitude on takeoff was the problem in two, with one plane crashing and catching on fire and the other ending up wedged into a pine tree. Wordell defended the airport as safe, charging the accidents to “pilot error,” specifically the failure to recognize the effects of density altitude – the lower performance levels of planes at high altitude in hot weather.

In late 1959, a density altitude warning system and weather-reporting instrumentation were put in place along with leases for car rentals, limousine service, and a gift and tobacco shop. A rudimentary runway lighting system was approved by the FAA in October 1960 and the airport began 24-hour operations. There was still no control tower.

Hopes for the airport remained high on its third birthday in

September 1961. A *Lake Tahoe News* article [the former print version of *LTN* has nothing to do with today's online news site] of Sept. 9 affirms enthusiastically, "The fast growing baby thus far is fulfilling the growth potential, if not exceeding that which was predicted for it even prior to birth."

Adjoining lands were purchased to provide the "clear zone" required by the FAA for operations by four-engine aircraft. Land from the Barton-Ledbetter family was purchased through a complex arrangement with Harrah's South Shore Corporation, which agreed to pay \$60,000 in landing fees over the next five years to cover the county's \$300,000 matching share to acquire the land and extend the runway. An FAA grant paid the other \$602,000. Additional land was later purchased from Harvey Gross and others. The runway was extended to 8,541 feet in 1962.

On March 1, 1964, a Paradise Airlines Constellation bound to Tahoe from Oakland, carrying 85 passengers and crew, crashed in a blinding snowstorm on a peak just above Genoa, killing all aboard. Relatives of victims claimed in their lawsuits that faulty weather reporting by the county was to blame, with some saying that had there been a control tower, the tragedy could have been averted. Later that month, the Board of Supervisors approved funding for land acquisition for a control tower, putting off runway work at the Placerville airport for a year. The tower was completed in December 1964, and formally dedicated in June 1965. Tahoe pioneer Glen Amundson, who had also flown into Sky Harbor in the '40s, cut the ceremonial ribbon by flying through it in a plane.

On its fifth birthday in September 1964, a *Lake Tahoe News* editorial still touted the airport's money-making potential. "There can be little doubt that the Lake Tahoe Airport has a strong effect on the economy of the area and will have even more in the future." But the airport was losing an average of \$20,000 a year, and additional airport improvements were slow

in coming. Del Laine remembers, "There was always some conversation about the cost of running the airport. The bottom line no matter where you are is money. Attitudinally, it is where the county was."



Today Lake Tahoe Airport is busiest during the celebrity golf tournament each July. Photo/LTN file

Local control always elusive

Tahoe Valley's desire for local control was growing, but it wasn't new. A Sept., 17, 1959, editorial in the *Lake Tahoe News* entitled "Men or Mice" urged Tahoe Valley residents to stand up to the county. "Lake Valley may be the step-child of El Dorado County, but there is a point to how much we must be forced to take Let's act like men and not mice."

On Nov. 30, 1965, Tahoe Valley citizens did just that when the city of South Lake Tahoe was incorporated. Unfortunately, the hopes for local control were soon dashed by the emergence of organizations that believed they also had a say in the future of Lake Tahoe. The League to Save Lake Tahoe was formed in 1965, and supported the formation of a regional agency to oversee the lake. CTRPA (California Tahoe Regional Planning Agency) was formed in 1967, and its successor, the bi-state Tahoe Regional Planning Agency (TRPA), in 1969.

Additional outside regulation came from the Civil Aeronautics Board (CAB), which had authority over airlines' entry into or exit from domestic interstate airline routes as well as fares. The California Public Utilities Commission (CPUC) had control over intrastate flights. Tahoe felt it was "underserved" by commercial carriers, but getting CAB approval for new routes was difficult. It hinged on whether the carrier was classified as interstate or intrastate. This led to some creative nitpicking. In 1966, Pacific Airlines contended that Paradise Airlines' flights to Tahoe from inside California were actually interstate, because their passengers went directly from the airport, often in free shuttles provided by Harvey's, to the clubs across the state line in Nevada to gamble, in effect using the California airport to serve Nevada interests – a theme which has persisted throughout the airport's history.

The county was growing tired of carrying the financial burden for an airport many felt was of greatest benefit to the gaming properties across the state line and the newly-incorporated city was tired of fighting for needed improvements. Pacific Airlines, in fact, was so upset about the airport's deteriorating facilities that they threatened to stop flying into Tahoe if they were not upgraded.

On Jan. 4, 1966, the City Council, "... decided unanimously that the city should try to acquire the airport and then make decisions as to operation." County Supervisor Joe Ronzone agreed and offered his support. "The airport," he told the *Mountain Democrat*, "is a benefit to the entire county, but its prime benefit is to the Lake Tahoe area, of course. As it is, under county jurisdiction, serious problems are created and many of these would be removed if the people at the lake had full control."

He told a chamber luncheon in Tahoe that February, "You can get the airport at no cost. ... If the city will come to us with a proposal, we'll accept it." City Councilman Gene Marshall

immediately tried to get the council to prepare a proposal to acquire the airport, but they opted for a feasibility study instead. Marshall, exasperated, told the *Tahoe Sierra Tribune*, "...too many studies and not enough action." This also became a recurring theme.

In 1966, the city began exploring the idea of creating an airport district with taxing authority, with boundaries similar to those of the Lake Tahoe Unified School District. The first-year tax rate would be less than 0.04 cents per \$100 of assessed valuation, and in five years, then City Manager John Williams believed, the airport would be on a "paying basis." The county had already spent \$1,801,937.33 to-date on facility improvements and \$300,000 on operational costs and another \$1,987,900 was still needed. With great foresight, Williams urged quick action to increase commercial flights into Tahoe, as the Reno Airport was "a major continental air facility" which was already drawing off fly-in visitors.

Williams presented the idea to the supervisors in 1967. They directed county counsel to "prepare the necessary papers to begin formation of an Airport District," and later requested a feasibility study, but no formal action was ever taken.

Supervisor Johnson, and the Lake Valley Taxpayers Association he helped start, were opposed to the airport district. "I thought they should dig a tunnel and use the airport in Minden," Johnson said. Lake Tahoe Airport, the group told the city in a letter, "will never be able to accommodate the planes of the future. ... Minden airport will eventually be developed to handle even the largest planes."

From 1967 until its eventual annexation in 1983, there was much talking, but little doing. In 1968, Williams broached the idea of a city/county Joint Powers Authority (JPA). Meanwhile, the cavalcade of airlines serving Tahoe continued. Hughes Air West and Holiday Airlines ended service to Tahoe in 1974 and 1975 respectively. In 1975, Air California (AirCal) and

Pacific Southwest Airlines (PSA) began service using Lockheed Electra turboprop aircraft.

In May 1977, a management agreement for operation of the airport by the city was discussed and another feasibility study prepared, but it never penciled out. County Airports Director Peter Boyes told the supervisors on June 6, "The central point concerning city acquisition of the Lake Tahoe Airport is money." The city considered the offer, but at its July 5, 1977, meeting decided it, "was not interested in taking over the operation of the airport at this time"



A Lockheed Constellation in 1963. Photo/Dave Borges

Airport discord continues

Enplanement numbers at the Lake Tahoe airport began to rise. A new terminal had replaced the converted barracks. Airfield improvements were slowly being made with the help of FAA grants. Airlines were just transitioning from aging Lockheed Electras to jets. Noise first became a major concern. South Lake Tahoe residents protested the growing intrusion of aircraft noise into Tahoe's peaceful environment by loud business jets and the 727-100 jets flown by PSA charters.

A series of petitions with close to 500 signatures were presented to the board. Then Al Tahoe resident Mary Lou Mosbacher summed up the concerns in her letter. "We are anxious," it said, "that no jets are allowed to use our area

as the noise is intolerable. ... How much disturbance can be tolerated. ... How important is the economic health of a community versus the physical and mental health of its citizens?"

In June 1977, the county passed an emergency ordinance making it unlawful for "pure jet aircraft to arrive or depart between the hours of 8pm and 8am, of any day at the Lake Tahoe Airport."

When the board later considered amending the ordinance to prohibit commercial jets from landing or taking off at Tahoe, except those that met acceptable decibel noise levels, the business community, gaming and airline interests protested. Tom Davis, then a member of the chamber's Aviation Committee, spoke in opposition to the ordinance. Representatives of AirCal and PSA said they would, "not be able to live with the restrictive measurement standards based on decibels." CTRPA felt airport activity in general was "inappropriate for Tahoe" as it conflicted with their goals and policies to "restore Tahoe's tranquility." The board left the revised ordinance in "introductory status" awaiting purchase and installation of noise monitoring equipment for Tahoe. The economy versus environment debate was heating up.

In July 1978, the board again asked the city to consider a management agreement. The airport and equipment would remain the property of the county, with the city responsible for total airport management. The county would retain approval over the budget and all major capital improvements. City Finance Director David Millican pointed out the risks if the city were responsible for making up operating losses and providing matching funds for FAA grants. Again, it was the money. The city decided to wait and see.

In October 1978, the playing field changed forever when the federal Airline Deregulation Act was signed into law, removing government authority over fares, routes and market entry of

new commercial airlines. The powers of the CAB were gradually phased out. Enplanements at Tahoe reached their peak of 294,188 in 1978, but after deregulation, quickly plummeted. Airlines could now choose to abandon less profitable routes, which generally meant less point-to-point service with greater focus on larger hubs.

In 1979, CTRPA contested AirCal and PSA's requests to use jets in Tahoe, and both airlines soon terminated service. Using Electras in Tahoe was expensive, and they found passengers preferred taking jets to Reno instead. Del Laine, who was on the City Council then, remembers, "The airport wasn't a big focal point for the local community. Many of us who used the airport would take the airport shuttle from Harrah's (to Reno). Flights went where we wanted to go. I never used Tahoe as a base from which to travel a distance."

Others apparently felt the same way. Enplanements dropped immediately to 169,683 and in 1980 to 68,729.



Environmental issues – like the Upper Truckee River – will always be a factor when it comes to making decisions about the airport. Photo/LTN file

Airport flounders

The county had begun a new master plan in 1979, but it was slow going and expensive. Concerns were raised by regulatory agencies over the adequacies of its assumptions and accuracy of its environmental documentation. Aspen Airways and Pacific Coast Airlines were serving Tahoe, but the airport budget was in trouble. A December 1982 letter from Kent Taylor, county CAO, to the board indicated, "During the month of November, the Airport Enterprise Fund had insufficient funds to meet payroll and other expenses." That year, enplanements in Tahoe reached their lowest point of 37,533.

There was talk of the Tahoe Transportation District assuming airport operations as TRPA was getting ready to adopt its Regional Plan. A memo from Richard Milbrodt, TRPA acting executive director, to TTD's CAO Kent Taylor in September 1982, notes, "The district board needs to know if the Board of Supervisors is agreeable to discussions regarding transfer of airport operations and the possible conditions that would be attached to such transfer." It was talked about but never implemented.

In early 1983, the county began looking at other options for running the airport. A JPA was again considered with the city, Douglas County, and possibly Alpine County. "The county," John Cefalu explains, "was disinterested in the airport and unwilling to put in their 10 percent (match for FAA grants). It was basically neglected. General aviation was having difficulty with the condition of the runways." The massive landslide at Whitehall that closed Highway 50 that year highlighted the need for another reliable way in and out of the basin.

In April 1983, the city approved annexation of the airport from El Dorado County. Councilman Cefalu asked that a letter be directed to Douglas County, offering to work with their legal counsel "to develop a mechanism for shared responsibility of the Lake Tahoe Airport." Such cost sharing never happened.

"When we initially took over the airport," Cefalu recalls, "we thought we had Douglas County in our corner to put money into the airport and be a partner. Douglas County commissioners said no we don't want to put our money into Lake Tahoe, but prefer to put it into our own airport in Minden."

On Oct. 7, 1983, a ceremonial ribbon cutting by a phalanx of city and county leaders marked the official annexation of the airport. The city got control of the airport, but also took on responsibility for the monetary and regulatory problems that came with it, including completing the still-unfinished county Master Plan.

AirCal had just resumed service to Tahoe. Because of the landslide's impacts, the Attorney General's Office granted a 90-day exemption allowing existing flight levels while the city completed the Master Plan's environmental documents. The city almost immediately increased AirCal's flights, filing a negative declaration saying the increase had no environmental impacts. This started a virtual lawsuit landslide where all parties with any interest in or jurisdiction over the airport sued everybody else. In 1991, AirCal, caught up in the aftermath, terminated service.

Years of trying to reach consensus failed. In October 1992, to end the lawsuits, the parties signed the Lake Tahoe Airport Master Plan Settlement Agreement. "AirCal wanted to expand and go to (quieter) Stage 3 aircraft," Tom Davis recalls, "but the lawsuits tied things up for a long time. The 1992 Settlement Agreement was the death knell. It put so many restrictions on that it couldn't work out for an airline ... good service out of

Reno hurt us as well.”

A number of airlines including United Express, Alpha Air/Trans-World Express, Sierra Expressway, Allegiant Air, Tahoe Air and Reno Air struggled, but failed, to make serving Tahoe profitable. Tahoe Airline Guarantee Corporation (TAG), a privately funded entity, even put up a \$1million subsidy in 1994-95 for Reno Air, but once the subsidy ended, so did the service.

The last commercial carrier, Allegiant Air, pulled out of Tahoe in 2000 and the control tower, no longer funded by the FAA because of low service levels, closed in 2004 when the city alone could no longer fund it.

In 2003, the city had considered forming a JPA with El Dorado and Douglas Counties, and again in 2007, this second time at the request of then-City Councilman Bill Crawford. “What I was after,” he told the council, “was to bring three parties to share in the cost of operating this airport because all three parties are an interested party economically in this airport.”

South Lake Tahoe City Manager David Jinkens was tasked by council to, as he explains, “make contact with El Dorado County and Douglas County to determine if they would be interested in partnering with us to operate and share costs for airport operations. Neither officials of these counties were interested in doing so.”

Mike Bradford, Lakeside Inn CEO and longtime airport commissioner remembers the JPA idea coming before the Airport Commission. “I was the Douglas County rep,” he told *Lake Tahoe News*, “so I brought any proposals back over here and vetted them politically. I believed it would be appropriate to enter into some sort of cooperative agreement with the city and El Dorado County, but then when the city withdrew its (marketing) funding from the LTVA (Lake Tahoe Visitors Authority), we thought if they wouldn’t even help market, why would we

partner with them on the airport.”

The Master Plan Settlement Agreement expired in October 2012, and the city began preparing a new Master Plan. Three public workshops were conducted, the last on March 16. At the City Council meeting the following day, the City Council voted to relinquish the airport’s FAR Part 139 certificate, required for commercial service, and focus instead on general aviation.

“It was during the Master Plan Aviation Demand Forecast,” Airport Director Sherry Miller explains, “that we learned how unlikely it was for air service to return.”

“The airline industry has changed,” Michael Hotaling of C&S Companies, the Master Plan consultants, told the council on March 17. With less competition and operating costs increasing, airlines need higher load factors and are very selective about airports they serve. Costs to meet Part 139 requirements for firefighting staff training and airfield reconfiguration are also prohibitive. A \$1 million to \$2 million subsidy/load factor guarantee, like Mammoth Mountain Airport uses, would be needed to entice an airline to serve Tahoe.

“STAR (South Tahoe Alliance of Resorts – an expanded version of the Gaming Alliance) was asked directly if they would participate,” Miller added. “They indicated they would contribute \$250,000 per year to go toward advertising.”

Bradford confirms, “We went forward and gained through Douglas County an increase in transient occupancy tax to support air service. The understanding was that this would be to subsidize marketing for new service, but not to subsidize flights because of the negative experience we had with TAG. Then we inquired about the demand for service and it was never adequate to start the service.”

Councilman Davis asked how long it would take and how difficult it would be to regain the Part 139 certificate

should a regional carrier want to serve the airport in the future. "I'd hate to give up something and then have the FAA say it's impossible to get it back." Hotaling responded that it would be "fairly simple."

The city had long insisted, for years after commercial service had ended, that it was committed to seeing it return. Surrendering the Part 139 certificate marked a distinct change in focus. Not everyone agrees it was a good idea.

"I was disappointed," former Lake Tahoe Airport Director Rick Jenkins, told *Lake Tahoe News*. "I understand they were concerned about the costs of keeping it but once you give that certificate up and try to get it back, it's almost impossible. They won't be able to walk the dog backward." He added, "A small commercial airport doesn't make a lot of money from service, but communities make tremendous income. I don't think it's true (commercial service) can't come back without a subsidy. There would be people who want to fly in here."

Former South Lake Tahoe Chamber of Commerce CEO Duane Wallace agrees, "I think based on how quickly the airline industry goes up and down, I wouldn't have done it. There are grants available to small airports all the time. To give up on something that's a possible major asset in the future makes no sense to me."

"I think they're giving up too soon," John Cefalu believes. "Today, the way airlines operate (commercial service) is unlikely but over time circumstances change. There are people out there who want the airport to revert to its natural state. I've heard the [California Tahoe] Conservancy wants to put up the money and pay back the FAA (for federal grants). That would be a mistake."

Others see it differently. "The League applauds the city's move," Darcie Goodman Collins, executive director of the League to Save Lake Tahoe, explained, "as it shows City

Council agrees that commercial air service is not appropriate for Tahoe.” The League would like to see the wetlands in the airport’s stream environment zone restored. “We believe the area would provide more value if more of the land were once again acting as a natural filter for the lake, with its paved footprint reduced and airport operations greatly scaled down.”

Some feel the airport serves many important roles. “Its value is multi-faceted,” Del Laine said. “It’s obvious it brings people here to enjoy our area, but it is also an important tool in a fire emergency. It’s invaluable.” David Jinkens added, “The Lake Tahoe Airport is an important transportation facility, an economic asset and an emergency management asset for the city of South Lake Tahoe and the Lake Tahoe region.”

The city has indicated it’s looking into ways to enhance the airport’s revenue potential as a general aviation airport. It plans on conducting a citywide economic study, of which the airport will be a part. Bill Crawford thinks tapping the airport’s potential is vital. “We have the airshow in the summer, but you have to do more. Several times a year, have a real fly-in for general aviation. You have to promote it.”

Fifty-six years ago, the airport opened to unlimited expectations, but early on clear battle lines were drawn over its economic value and who should control it. It has not been just a struggle over airport funding and commercial service, but rather a reflection of the larger Lake Tahoe struggle to perfect the delicate balancing act between economy and environment.

If it is true that, “He who has the gold makes the rules,” it will be interesting to see who has the gold and who makes the rules for Lake Tahoe Airport’s future.

Proposal would rejigger TAU, CFA allocations

By Kathryn Reed

KINGS BEACH – Encouraging the removal of development from stream environmental zones is the impetus behind a pilot program that will give more value to tourist accommodation units.

For months the Regional Plan Implementation Committee of the Tahoe Regional Planning Agency has been working on what the pilot program should look like. The members further discussed the project on Wednesday, gave staff direction, but still have not finalized the program.

The TRPA in a quest years ago to control growth made tourist accommodation units (TAU) and commercial floor area (CFA) commodities. This is instead of doing what the rest of the world does – implement zoning regulations and let the free market dictate demand.

What is being proposed is to allow hotels that are removed from a stream zone to have three times its normal TAU value. Those TAUs could then be converted to CFA at a rate of one TAU equaling 454-square-feet of CFA.

The Regional Plan update from 2012 already allows for bonus conversions of TAU in stream zones, but that supply is said to be limited. And the pilot plan has the CFA equation as part of the deal.

There will be a maximum amount of conversions allowed in a limited amount of time. The three-year plan is expected to benefit one project.

The program could benefit South Lake Tahoe and Placer County

the most. This is because the city has an excess number of TAUs and Placer is in need of them. The city likes having CFA to incentivize redevelopment like it did with the Ski Run Boulevard-Highway 50 parcel. And having a bank of CFA allowed developers at Heavenly Village to buy the commodity from the city to build an entertainment venue.

Finalizing the pilot program could take a few more months. Staff on May 27 was told to start an initial environmental checklist to review for possible environmental impacts. Once the committee signs off on the program it will ultimately have to be approved by the entire Governing Board.

Lake Tahoe barely above rim – for now

By Jeff DeLong, Reno Gazette-Journal

Recent rains have Lake Tahoe lapping at its natural rim and while it may stay there for a time, the lake should soon start dropping again during this year of drought.

Thursday, the lake level was officially measured at just a few hundredths of an inch before its rim but a trickle of water flowed from the lake and toward the Truckee River. Similar conditions have existed since Monday, the first time the lake was so high since dropping below the rim last October.

“It’s basically at the rim,” said Federal Water Master Chad Blanchard. “Right now it’s at its peak that we’ve seen.”

Which is to say, it’s still very low.

Read the whole story

Tolerance diminishes for letting bears eat trash

By Kathryn Reed

Bear boxes on the South Shore may become more common because of potential enforcement of those who leave trash out for critters and a loan program that is being contemplated.

The Waste Management Joint Powers Authority on Thursday ironed out some details about the ordinance that this summer is expected to be voted on by the jurisdictions that make up that body – South Lake Tahoe, El Dorado County and Douglas County. The ordinance would only affect the South Shore area of the counties that is serviced by South Tahoe Refuse.

The ordinance the JPA is putting together mimics much of what the counties have on the books. One major difference still to be resolved is El Dorado County requires bear boxes be installed during new construction or a major remodel, while the other entities don't have this rule.

"The city doesn't want to punish people who aren't doing anything wrong," JoAnn Conner, South Lake Tahoe's rep on the JPA board, said in regards to not wanting a blanket mandate for residents to have bear containers.

Conner wants there to be an appeal process in case a neighbor ran over the trash can or something like that where the resident with the violation didn't actually create the problem.



Not always is a bear box big enough for all the garbage.

Photo/LTN

New regulations would likely require a homeowner who has a second violation in a two-year period be required to have a bear-resistant receptacle. That won't necessarily mean a bear box.

STR officials are tasked with coming up with a list of containers that would deter bears from getting into the garbage.

"We think many times people don't know they have a problem because we clean it up," Jeff Tillman, president of STR, said May 28. "We need an education component."

The refuse company is going to devise a flyer that it will send to all of its customers about the consequences of bears in trash. The JPA board will review it before it is mailed.

Any fines levied will be tied to the property, with liens placed on it.

STR employees have the ability to photograph a problem residence. That information can then be forwarded to officials in that city or county, with the jurisdiction then responsible for issuing a warning on the first violation and mandate a container after the second infraction.

Clean Tahoe is also cleaning up the streets on the California

side where critters have gotten into trash. In March there were 38 such cases in the city and six in El Dorado County.

Catherine Cecchi, who runs Clean Tahoe, said she believes an ordinance like the one being drafted will help to drastically reduce the number of calls her workers respond to. When it comes to who the culprits are Cecchi said it's a mixed bag of offenders – locals, tourists, second homeowners.

The JPA agreed to alter how those offenders are billed so Clean Tahoe can recoup what it is charged by STR to dump the "bear" trash it picks up.

For those residents serviced by STR who want a bear box it may be possible to buy one through a loan program. Tom Bruen, counsel for the JPA, is looking at the program Placer County adopted earlier this spring that allows residents to buy a bear box for about \$1,200, pay it back over five years, with a one-time administrative fee of \$120, but zero interest.

The JPA board likes this idea and directed Bruen to come back with a more concrete plan.

While board member Conner said she hears people don't want bear boxes all over town, Sue Novasel, representing El Dorado County and the president of the Lake Tahoe Wildlife Care board, said her constituents tell her the opposite. She said personally she is an advocate of the containers. Nancy McDermid, Douglas County's rep on the JPA, concurred with Novasel.

Novasel called the whole bear in trash issue a people problem.

USDA declines to investigate alleged violations at major organic farms

By Peter Whoriskey, Washington Post

Aerial photographs taken last summer of some of the largest organic egg and dairy farms in the United States showed few animals outside on pasture, but the USDA will not investigate whether these operations are violating rules for organic agriculture, officials wrote last week.

The photographs of the 14 operations, according to the watchdog group that had them taken, is evidence that these large farms were not really “organic.” Under USDA rules, organic farms must allow animals to engage in their natural behavior and have free access to the outdoors. Cows, goats and sheep are supposed to be able to get to pastures for grazing.

While the investigations will not go on, the photography presented by the group belied the picturesque images of red barns and green fields that organic brands often present to consumers. The photographs show industrial-scaled operations, a distinct contrast to advertising. The farms – five dairies and nine chicken operations – supply well-known store brands such as Walmart, Target and Costco, according to the group.

Read the whole story

Calif. may make it easier to vote

By John Wildermuth, San Francisco Chronicle

Alex Padilla is looking beyond the state's borders for programs that could dramatically change the way Californians vote.

Among the ideas that California's new secretary of state hopes will boost anemic turnout: automatically registering people through the Department of Motor Vehicles and mailing a ballot to every registered voter.

"It will take two big steps to tackle the problem," said Padilla, a former Democratic legislator from the San Fernando Valley who replaced the termed-out Debra Bowen after winning election in November.

"First we have to register the estimated 6.7 million Californians who are eligible to vote but not registered," he said. "Then we need to have them actually cast ballots."

Voting officials across the state agree that something has to be done to get more people to the polls. The 42 percent turnout in November's general election and the 25 percent for the June primary were both record lows for California.

Read the whole story

Path through forest to be cleared for Hwy. 89

By Kathryn Reed

KINGS BEACH – By fall 2017, getting through Tahoe City at the Y is predicted to be a lot easier.

This is because the nearly \$30 million Fanny Bridge project received unanimous approval Wednesday by the Tahoe Regional Planning Agency Governing Board.

Doing something with this congested intersection has been talked about for near a quarter century. A sense of urgency developed when it was revealed the 87-year-old bridge that crosses the Truckee River has structural issues. However, last summer a Caltrans assessment showed the bridge was not in as dire condition as people had been led to believe. But by this time the environmental documents were being worked on and plans were being drawn.

For those who have spoken out against the project, most agree with proponents that something needs to be done to the bridge. What they disagree about is the rerouting of Highway 89 through the 64 acres near the Tahoe City transit center. The bypass will start just south of the transit center. It will not affect any designated trails.

“When you take something that is in need of help and create something new, that is not revitalization. That is damaging to the entire area,” Tahoe City resident Christina Anderson told the board.

Of the 17 people who spoke at the May 27 meeting at the North Tahoe Events Center about half were for the preferred alternative and the other half in favor of just fixing the bridge. And most of those who wanted the reroute represented

an agency of some sort, with only one resident voicing his support.

Another two-lane bridge similar in size to the current Fanny Bridge will be built. This then becomes a city street that Placer County will be tasked with maintaining. The theory is with less vehicle traffic it will make for a better biking and walking experience. Creating a complete street is the goal.

The reroute will add 4 acres of coverage to what is now a forest. There will be a roundabout at the Y and then one at both ends of the realignment.

Fire and other emergency personnel believe having two routes connecting the West and North shores will provide an increased level of safety for residents and businesses in an emergency. Several people commented on how public safety vehicles have been stuck in traffic as have the buses.

Opponents, though, fear realignment will take people away from Tahoe City at a time when the North Shore city is still on economically unsound footing.

Carl Hasty, executive director of the Tahoe Transportation District, said the public would be able to have more input this summer as final designs are drawn. The project is about 30 percent done in terms of design.

In October 2013, Tahoe Transportation District – the lead agency on the project – received \$25.5 million from the Federal Lands Access Program for this project as well as Meeks Bay Bike Path and Dollar Creek Shared Use Path.

Turning sewage into drinking water gains appeal

By Monte Morin, Los Angeles Times

As the drought drags on, water managers and environmentalists advocate turning sewage into drinking water

It's a technology with the potential to ease California's colossal thirst and insulate millions from the parched whims of Mother Nature, experts say.

But there's just one problem – the “yuck factor.”

As a fourth year of drought continues to drain aquifers and reservoirs, California water managers and environmentalists are urging adoption of a polarizing water recycling policy known as direct potable reuse.

Unlike nonpotable reuse – in which treated sewage is used to irrigate crops, parks or golf courses – direct potable reuse takes treated sewage effluent and purifies it so it can be used as drinking water.

Read the whole story

‘Papa Fry’ leaves legacy at Barton Health



Dr. Paul J. Fry II helped define medicine on the South Shore. Photo/Provided

By Clint Purvance

On behalf of the entire Barton family, I wish to express my deepest condolences to the Fry family on the passing of Dr. Paul J. Fry II.

Dr. Fry made significant contributions to the health and wellness of our community, and his impact has improved the lives of many.

“Papa Fry,” as he was known by many members of the community, was a beloved orthopedic physician in Lake Tahoe and Carson Valley for nearly 50 years. He opened Tahoe Fracture Clinic in 1964, and propelled the orthopedic program to a nationally recognized level.

Dr. Fry touched many both personally and professionally through this philanthropic efforts. He was recognized by the Barton Foundation as Philanthropist of the Year in 2012.

Dr. Fry was also an active physician even in his free time. He organized formal medical coverage for the US Alpine Ski Team and was an Assistant Clinical Professor at the University of California, Davis. He presented and published multiple works on the bones and joints, including toboggan injuries. A dedicated volunteer, Dr. Fry also supported sports programs at South Tahoe High School and provided orthopedic care in

Africa, Asia, and Central and South America.

Dr. Fry continued to play an important role in our community's journey to better health since his retirement from Tahoe Fracture. He served on the Barton Governing Board of Directors from January 2000 to May 2010 and from May 2011 to May 2014 as well as numerous committees during his tenure. Additionally, Dr. Fry was a Board member of Carson Valley Medical Center since 2008. He integral to development of the Robert Maloff Center of Excellence, which will break ground this fall, and was always looking out for the future of health, wellness, and sports medicine in our community.

This is truly a deep loss for our community. In lieu of flowers, Dr. Fry's family has suggested donations be made to the Barton Foundation to support the future Center of Excellence.

Clint Purvance is chief medical officer for Barton Health.