

From: Jason Brand <someyawhoo@yahoo.com>
Sent: Monday, August 14, 2023 2:02 PM
To: BOS-Clerk of the Board
Subject: Agenda 39: Item 23-1487 Building and Planning FUNDING: Fees for Service

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To the EDC Board of Supervisors,

As chair of the Airport Advisory Committee (AAC), individually I am asking the BOS to consider the following during your review of Agenda item#39, item 23-1487: specifically, regarding airports

- 1) The AAC has not had opportunity to comprehend the final NBS report: while similar to the draft presented to the AAC in December of 2022, the final report has an incredible amount of additional information and recommendations/tables that were not in the draft reviewed by the AAC. The AAC has been asking to review fees schedule proposal and NBS final since February 2023. Only Aug 9, 2023, 9am by email, **3 business days prior to this BOS meeting to review without notice.** I am asking that regarding the Airport recovery rate decision, the entire AAC be allowed time to advise/comment on the impact these recommendations.
- 2) The **county staff recommendations being made by the Airport Division recovery rate exceeds the recommendations provided by NBS** (NBS 15%-40% recovery vs county staff 100% recovery) and the county staff justification is not clear to me. **See page 35 of the NBS report, where the last paragraph does a fair job at summarizing and justifying their recommendations with known market/Federal/FAA policy challenges and obligations.** The AAC would need adequate workshop time to review and advise.
- 3) Positively, the inclusion of a new fuel flow fee is something the AAC has been recommending for numerous years. This is a good start.
- 4) The inclusion of a new commercial landing fee is not unprecedented, and it would be interesting to learn how the airport division intends to reliably collect these fees. However, what is defined as "commercial" in this instance, clarification is sensitive and required. No guidance in the NBS report as to how revenue this would garner.

I also want to remind the BOS that our airports are contributing to county in ways that are not included in the NBS report:

- a) Provided significant fire protection to the community over the last decade and never had a fee structure to adequately recover costs per practice of many other airports for similar/same operations, justified by not having a fee structure to support such recovery. During the Caldor fire, the airports were ready to facilitate over 30 fire-attack helicopters and the airports proximity to the Pollock Pines fire line. Most fire operations are impressive and conducted by for-profit private contractors and ultimately charge a typical helicopter overnight fee. Consideration of a more robust cost recovery structure is warranted (and common practice at other municipal airports) as these operations include heavy traffic and accelerate the wear of airport grounds that are design for lighter duty operations (ie, water/ truck and support

vehicles). From the **NBS report appendix A.5, it is not clear if these privately contracted operations are part of the recovery effort.**

b) **Our airports are an economic engine in this county:** as reviewed in the Jan 2021 AAC, we were reminded of the **most recent economic impact study from 1990** identified the airport had an impact of \$27 million and 177 jobs. I must emphasize that these are 1990 dollars and is from our most recent study. Building and Planning has communicated to the AAC that airports will part of the next county wide Economic Impact Study and I trust the **airports value as an economic engine** must have some merit when considering airports contribution to the general fund/recovery rate target, especially those local jobs that depend on direct aeronautical activity.

c) The EDC airports division will need to address additional development, such as developing East End Hangar development and potential clients/tenants will need to see stable, long-term costing/pricing to attract such investment and commitment.

Thank you for your time and attention,

Jason Brand

Chair, EDC Airport Advisory Committee

August 14, 2023

County of El Dorado
Board of Supervisors Department
330 Fair Lane, Building A
Placerville, California 95667

RE: Item 23-1487 Airport Fees

Honorable Members of the Board,

I am writing this letter as a resident of the County of El Dorado an airport user, hangar lease holder and member of the Airport Advisory Committee.

As an Airport Advisory Committee member (AAC), the AAC was briefed on the NBS the last two meetings, the AAC then asked county staff to provide the proposed agenda item regarding the NBS report and fee workshop at their earliest convenience so it could be reviewed by the AAC. County staff provided the agenda item to the AAC on August 9, 2023, and this did not allow for adequate time to review the item or discuss it during any AAC meeting.

As a hangar owner at the Placerville airport, I would like to state first that I am strongly against raising any of the airport fees at this time and do not agree with the staff assessment that the airport should pay 100% for itself and not utilize any general fund contributions.

In 2016 we went down this same road under the Community Development Agency, at that time tie down fees and lease costs were significantly increased to make the airport “whole” and despite having a supervisor and two full time airport techs along with administrative staff these increases were purported to take care of the funding issues. Now in 2023 with two full time staff and one part time staff along with administrative functions the County Airports has gone from 100% to 25% funded in 7 years. It would appear there are some significant financial issues occurring to account for this that the NBS report is not clearly showing in their report. That being said prior to any costs increases I feel it is mandatory for the Board to look at other funding sources including the general fund. The board should consider mandating staff to investigate the following prior to levying any fee increases on airport users.

1. Ensure all hangar leases are being executed and paid in a timely manner, I am personally aware of at least two hangar owners who are not paying the County because they do not have a current lease. These books need to be cleaned up and these parties penalized accordingly.
2. All FAA and transportation grant opportunities must be pursued, and applications must be filed. It seems that grants are brought up and reviewed, however the application are not filed prior to the deadline so the grants are lost. With the administrative costs the

airports are subject to this is not acceptable, grants could go along way with subsidizing major projects at all county airports.

3. Develop a fee schedule for airport use during emergencies that reflects the cost incurred and that are in line with surrounding airports. During both the Caldor and Mosquito fire airport activities were severely curtailed and the county lost a significant amount of funding that it could have had if there were the appropriate contracts in place.
4. Develop the east end of the airport at Placerville. This may occur with the Sheriffs purchase of its helicopter, if it does occur there is already a list of airport users ready to develop every hangar parcel on that end of the field. The development of these parcels will add to the leases and property taxes utilized to support the airport.

In closing I would like to thank you for reviewing my letter and suggestions and look forward on having a constructive, ongoing dialog on how the County Airports are an asset worthy of general funds and with the appropriate changes could be significantly self-funded without resorting to a 75% fee increase over 5 years.

Respectfully,

Mark A. Moss
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