

CALIFORNIA TRANSPORTATION COMMISSION

**MINUTES OF THE
TECHNICAL ADVISORY COMMITTEE ON AERONAUTICS
FOR**

WEDNESDAY, March 26, 2008

**SACRAMENTO INTERNATIONAL AIRPORT
Director's Conference Room
Second Floor Administration Building
6900 AIRPORT BOULEVARD**

SACRAMENTO, CALIFORNIA

1. Welcome and Introductions

Chris Kunze, TACA Chair, convened the meeting at 1:06 PM. TACA members and attendees made self-introductions. Mr. Chung introduced Commissioner Carl Guardino, who was participating via phone, as one of the two new Commissioners appointed as a liaison to TACA. Commissioner Tagami is the other appointee to TACA.

Present were:

TACA members: Dan Burkhart, Peter Hill, Harry Krug, Chris Kunze, Rob Leonard (arrived at 1:23 pm), John Pfeifer, Alex Wilcox, Sandy Waters and Tom Weil

Absent were: Mike Armstrong, Jack Kemmerly, Mark McClardy and Mark Mispagel.

Commission: Carl Guardino via phone (TACA Liaison), Phil Tagami absent.

Commission and Department staff: Robert Chung, Terry Barrie, Lee Provost, Gwyn Reese, Phillip Crimmins, Yu Song and Parvin Bijani.

Others present: Steve Birdsall, Steve Bultman, Mike Shutt, Rod Dinger, and Barry Rondinella were also present.

2. Approval of Minutes for January 16, 2008.

On a motion by Hill and seconded by Krug, TACA approved the minutes on vote of 8-0 (Leonard absent).

3. Status Report and Upcoming Actions

In the absence of acting division chief, Gary Cathey, Caltrans staff commented on Caltrans activities or items of interest to TACA that included:

- Santa Cruz is working on an Airport Land Use Compatibility Plan.
- An executive committee of public and private entities is working on a Next Gen partnership. California, as a potential partner, could be a test bed for Next Gen technology and receive federal funds.
- TRB will have one of its meetings in May of next year in California.

- Best practices draft manual for airport managers will be coming forward next month.
- TACA will be considering capital improvement program and match ratios at its next meeting.

Mr. Chung noted that the information on the upcoming budget showed at least a \$14 billion shortfall and that the budget would be a difficult one. He stated that currently the administration was supporting Proposition 42 and Proposition 1 A, which protected transportation funds from being used to help balance the budget. He did note that spillover funds from the General Fund to the Public Transportation Account might be vulnerable, as it was last year.

Mr. Chung also noted that Mr. Gary Cathey, acting Aeronautics Division Chief, could not attend, due to prior military commitments. Lastly, Mr. Chung commented on the Commission's Annual Report, the chapter on aeronautics, and handed out copies.

4. TACA Goals for the Upcoming Year.

Mr. Kunze asked for TACA members' thoughts on his proposed goals for next year.

#1. Communicate to CTC and others the importance of Division of Aeronautics and Aeronautics CIP funding. TACA members and those present noted:

- Lack of funding can create access problems to airports, a safety issue, particularly during a disaster. State should better prioritize where money comes from and where it is spent. TACA should recommend that the Commission recommend legislation to renew effort for more capital funding for aeronautics.
- More staff needed for current duties and competitive salaries are needed to hold on to staff.
- Caltrans should identify consequences of inadequate funding such as inadequate land use planning for airports, inability to maintain capacity, runway safety and general operations are under funded.
- CT leadership should note that it is not holding onto its pilots due to inadequate funding. Aeronautics is trying to get aviation consultants; the Aeronautics pilots more money

#2. Support goals/mission of CTC and Aero Division (e.g. review/input draft California Airports Best Practices Guide, currently under development, review/input draft CASP System Requirements Element, review/input ALUC information and education materials)

TACA members did not have any comments.

#3. Solicit/receive input from stakeholders re: needs that can be addressed at the State level (e.g. update requirements for ALUC handbook, participation in a State stakeholders' summit, possible direct communication protocol with ACA, SWAAAE).

TACA members and those present noted:

- The Division of Aeronautics should consider a needs analysis and survey to determine what other organizations need or want from Caltrans.
- What should the state Aeronautics Division be or could be? What are the expectations from CTC and Caltrans executive management? How can Aeronautics (and TACA) provide better coordination with other aeronautics organizations?
- Coordination does occur because a number of organizations are represented on TACA. ACA attends TACA meetings, since both are on the same day.
- Current operational costs by the Division vs. capital costs - should be getting a higher percentage- typically, its 35% for operations, the Division is at 50%. How can Caltrans Aeronautics get the message out that its capital revenues are declining and need to be increased?
- If capital revenues are not increased, then California can for about Next Gen, California will not have enough money.
- Does the Division have enough revenues to take care of core responsibilities- such as safety, inspections, and projects?

#4. Support legislative efforts to strengthen ALUC process (Public Utilities Code 21670 – 21679).

- SB 1118 is currently working its way through the legislative process.

#5. Identify/track aviation/airport dynamics on a looking forward basis, and identify related State-level interests/responsibilities – possibly in the form of recommendations for updating the CASP System Requirements Element (e.g. increasing importance of reliever/regional airports in light of hub airport capacity constraints, population dispersal, opportunities provided by military base reuse, air travel infrastructure needs associated with VLJs, and other evolving trends).

TACA members and those present noted:

- Passenger capacity in southern California will run out in 2025-30 due to capacity issues and lost customs facilities. Regionalize airports use, do flights point-to-point rather than having all flights into the urban core. Plan for use of very light jets.

Items #6 and # 7 were not covered due to time constraints. Item #6 dealt with State involvement, where appropriate, in evolving areas with potential airport impacts, such as aviation safety and security. Item # 7 dealt with supporting the Division of Aeronautics' activities to promote use of alternate airports for GA, cargo, air taxi, etc, for enhanced system capacity. Mr. Chung recommended that Items #6 and # 7 be brought back at a future TACA meeting.

5. Capital Improvement Plan

Ms Lee Provost described the current methodology for selecting projects which was 15% for land use compatibility plans, 35% for non- NPIAS (airports not on the National Plan of Integrated Airport Systems) and 50% for NPIAS airports. She described three alternatives, which changed the percentages for the three categories.

Alternative	Airport Land Use Plans	NPIAS	Non-NPIAS
A	30%	40%	30%
B	15%	60%	25%
C	45%	30%	25%

Two alternatives would increase the percentage of funding targeted for airport land use planning from 15% to 30% or to 45%. The third alternative would maintain the current percentage of 15% for airport land use planning. The alternatives also changed the percentage targets for the NPIAS (30%, 40% or 60%) and non-NPIAS airports (25% or 30 %).

After discussing the issue, TACA recommended that the Commission should change the percentage to increase the funding available for airport land use planning. TACA recommended Alternative A be used in selecting projects for the Capital Improvement Plan.

6. Review of Project Delivery by Local Jurisdictions

Ms Reese stated that “anecdotal” evidence suggested that Caltrans was the delay for getting grants signed so that local agencies could move on their projects. She presented data that showed Caltrans did actually not cause project delivery issues. In fact, the data reflected poorly on the local agencies’ timeliness in submitting paperwork. TACA members thanked Ms Reese highlighting the issue. TACA members suggested that the Aeronautics Division work with local jurisdictions to reduce local agency lag time so that projects could be implemented in a timely manner.

7. Legislation

Due to time constraints, the status on legislation was limited to discussing SB 1118 by Senator Negrete McLeod. Mr. Pfeiffer and Mr. Chung explained that the Commission took a conceptual support position on the bill because the amendments regarding designated bodies (regional agencies performing the role of an ALUC) were not in the bill reviewed by Commission staff. The bill passed the Senate Transportation and Housing Committee and was moving quickly through the legislative process.

8. Other Business/Adjournment

The meeting adjourned at 3:17 PM. TACA will meet next on May 1, 2008.