

**Technical Advisory Committee for Aeronautics
Minutes
Wednesday, March 10, 2010**

1:00 PM to 3:30 PM
Sacramento International Airport
Media Conference Room
6900 Airport Boulevard
Sacramento, California

<http://www.catc.ca.gov>

1. Welcome and Introductions

Chris Kunze, TACA Chair, convened the meeting at 1:06 PM. TACA member attendees made self introductions.

TACA Members Present:

Michael Armstrong, Dan Burkhart, Harry Krug, Chris Kunze, Robin Hunt, Michael La Pier, Mark Mispagel, John Pfeifer, Sandy Waters and Tom Weil.

TACA Members Absent:

Alex Wilcox

Commission:

Commissioner Joe Tavaglione. Commissioner Carl Guardino was absent.

Commission Staff:

Robert Chung and Susan Bransen.

Caltrans Staff:

Jeff Brown, Terry Barrie, Lee Provost, Gwyn Reese, Philip Crimmins, Colette Armao and Danny Uppal. Gary Cathey was absent.

Interested Attendees:

Transportation Security Administration: Anita Minaei, Joaduin (Bo) Thompson, Ron Delayo, Lisa Borbe-Haught

County of San Bernardino Airports: James Jenkins

2. Approval of January 20, 2010 Minutes

TACA members corrected the minutes to reflect that:

- under 3c.TACA – Operations, the SCAG aeronautics technical advisory committee is the SCAG aviation technical advisory committee.

- under 3c.TACA – Operations, insert the word “in” ... Next Gen satellite-based air transportation applications being started in the SCAG region. Add the word “constraint” to: “The SCAG region would like to be an “early adopter” of the technology because of the near and mid-term benefits, such as relieving airport capacity constraints.”
- under 7. Revenue and Expenditure Survey for the Annual Report. Delete the word “is” The Division ~~is~~ has pieces missing.”

Mr. Krug moved to approve the January 20, 2010 minutes. Mr. Burkhart seconded the motion. Motion carried 9-0.

3. Status Reports and Upcoming Actions

3a. Caltrans Aeronautics Division

Mr. Jeff Brown, representing Mr. Cathey, gave a status report on the grant programs. He explained that the Aeronautics Division is still not processing applications for funding due to the budget language that suspended the programs. He noted that applicants were still asked to submit applications so that the Aeronautics Division could establish the continuing need in the programs.

Mr. Terry Barrie noted that the Division is still trying to get data to complete the revenues and expenditures to complete the survey that TACA requested. He stated that Caltrans staff would bring back more information at the April meeting.

Mr. Pfeifer expressed his concern again from the previous meeting that this base information is very important to the aeronautics community, especially when the community want to bring funding issues to the Legislature’s attention.

3b. CTC Actions

Mr. Chung reported that the Commission appointed Mr. La Pier to TACA. Mr. Kunze and Mr. Chung noted that the Commission sent a letter to the Assembly and Senate asking that the current year budget suspension of the aeronautics grant programs be lifted with the upcoming budget, the funding taken from the Aeronautics Account be treated as loans and that additional funding continues to be needed.

Ms Bransen reported on the Regional Transportation Plan Guidelines hearing at the February Commission meeting. She explained the process used to develop the update of the guidelines and noted that numerous interest groups were involved in shaping the guidelines. She thanked TACA members for their input on the aeronautics portion of the guidelines.

3c. TACA

Chair Kunze noted that the Commission appointed Mr. La Pier. He asked Mr. La Pier to tell members about his background. Mr. Kunze then noted that some areas of aeronautics were not represented on TACA. He asked members if TACA should seek representation from such areas as air cargo and local airport land use commission. TACA members noted that it would be good to those areas represented. Chair Kunze stated that he would seek an air cargo representative such as UPS.

4. Proposed 2010 Aeronautics Program

Ms. Lee Provost presented the three-year 2010 Aeronautics Program. She noted that the program, as proposed, would fund safety, capacity and airport land use compatibility plans, based upon targets established for those categories.

Discussion ensued regarding:

- The proposed level of funding by category. Projects nominated by the sponsors will shift with changes in federal/state priorities. Questions regarding the programming of plans over safety projects were discussed. TACA members explained that percentage for each category was developed by TACA in guidelines that the Commission adopted.
- The programmed projects from two previous programming cycles and whether those projects should be brought forward. Commission staff noted that previously programmed projects in other transportation programs are brought forward into the first year of the new programming cycle, providing the project sponsor has a legitimate reason for the delay. Commissioner Tavaglione noted that the other transportation programs under the Commission have a use it or lose it requirement. If an agency cannot deliver, then the funding should be freed up for another agency that has a project waiting for the funding. Chair Kunze noted the Commission recently sent a letter to the Legislature about the need for funding. Projects that are delayed should be looked at closely to determine deliverability.
- The proposed airport land use compatibility plans and whether those plans need to comply with CEQA.

On a motion by Burkhart and seconded by Waters, TACA recommended that the proposed FY 2011-13 Aeronautics program be approved by the Commission. The motion passed 10-0 with Krug abstaining.

5. Legislation

Mr. Pfeifer discussed SB 1141 (Negrete McLeod) that re-introduced a proposal (SB 737) to strengthen airport land use commissions. He noted that SB 737 failed in committee because it was perceived as an unfunded state mandate. Mr. Pfeifer stated that TACA has recommended that the Commission support various bills by Senator Negrete McLeod dealing with strengthening airport land use commissions. The Commission, in turn, has accepted TACA's recommendation and supported the legislation. On a motion by Pfeifer

and seconded by Burkhart, TACA voted 6-0 to recommend that the Commission support SB 1141.

Mr. Pfeifer AJR 33 that memorializes to Congress the importance of general aviation nationally and in California. He mentioned that AJR 33 goes on to ask that the federal government abstain from legislation and policies that impact the industry's ability to continue to function effectively. Next Mr. Pfeifer discussed SB 6 8x. The bill is one of several bills being considered by the Legislature as part of a "gas tax" swap, where the sales tax would be eliminated and replaced with an excise tax that would result in the same amount of funding for transportation purposes. One major reason for the swap is it provides General Fund relief, while being revenue neutral on transportation funding.

Mr. Pfeifer then discussed the impact of AB 48: Private Postsecondary Education: California Private Postsecondary Education Act of 2009. The bill established a bureau for Private Postsecondary Education within the Department of Consumer Affairs. The bill re-established 1989 act for a similar purpose. However, under the 1989 act, Federal Aviation Administration approved flight schools were exempt. Under the new act, the FAA approved schools are not exempt and must obtain California state approval. The annual fee for operating a flight school is \$5,000. Is this a federally pre-empted area that the state cannot regulate? This item was deferred.

Mr. Phillip Crimmins gave a status report on a number of state and federal bills. He then focused on the federal bill S 3310 – Hiring Incentives to Restore Employment Act (HIRE). The Act extends current transportation law until December 31, 2010 and restores \$19.5 billion in interest to the Highway Trust Fund. This works out to \$14.7 billion for highways and \$4.8 billion for mass transit. Authorization to extend existing Federal Aviation Administration programs through the end of June is now expected to be a separate bill.

6. TSA General Aviation Airport Threat Assessment Process

Ms. Anita Minaei, Transportation Security Administration, Assistant Director, thanked TACA for inviting her to speak about the TSA threat assessment process. She introduced members of her team. Ms. Lisa Borbe-Haught was introduced by Ms Minaei as the staff in charge of the threat assessment survey. Ms Borbe-Haught explained that after September 11, Congress passed a law directing that TSA do a threat assessment and to report it to Congress. She stated that the information requested from each general aviation airport could be viewed by only that airport as the information is sensitive. She stated that the survey was intended to identify vulnerabilities and was not a compliance survey.

TACA asked TSA officials to information back out to the general aviation airports about best practices in dealing with vulnerabilities. Ms Borbe-Haught suggested looking at the TSA website to get ideas about decreasing vulnerabilities. TACA members suggested that TSA post the best practices after Congress received the report or in the interest of security let the States know so that available funding can be directed to rectifying the deficiencies.

7. Status of Southern California Regional Aviation Planning Including the Chino Airport "Smart Growth Project"

Mike Armstrong, Southern California Association of Governments, presented an urban design project for Chino Airport that is oriented towards industrial transportation and aviation. The intent of the project is to: implement best practices for environmental design; analyze ground access, as well as mitigation; economic analysis on and off the airport, and analyze future demand at the airport in context of the southern California basin.

Mr. Armstrong discussed the difficulty in forecasting growth under the current economic conditions. Airport growth is stagnant. Mr. Armstrong stated that a number of cities would sell their airports if they could. Projecting when the recovery occurs and anticipated growth is difficult. Further the impact of a high-speed rail system must be considered. The SCAG regional transportation plan update will look at airspace constraints, take Next Gen technology into account and determine how general aviation meets future needs.

8. Caltrans Disaster Recovery Plan

Ms Colette Aramao, Aeronautics, introduced Ms. Jeanne Perkins to discuss disaster planning for aeronautics. Ms. Perkins discussed the likelihood of an earthquake in the Bay Area where the study was done, the frequency that a quake would occur on the Hayward fault, and the number of road closures that could occur. She stated that airports could serve as the needed life line link to the outside world after an earthquake.

In a 2000 study, the likelihood of liquefaction to the Bay Area's three international airports' runways (Oakland, San Francisco and San Jose) was considered, other airport runways, access routes to the airports and the needed collaborative pre-planning among the public entities prior to an earthquake disruption. Control tower damage was also assessed. Then the various faults that are in the bay area were looked at in terms of the quake magnitude to assess the disruption or closure of the three international airports.

The 2000 study recommended: getting more information on several regional airports; ways to deal with runway damage; improved emergency planning and coordination among all transportation providers; and coordination with airports outside of the earthquake area. Since then, a key point is a disaster recovery plan for airports where a business continuity plan is in place, key staffing and training is made to deal with the earthquake disruption, and development of mutual aid agreements for emergency/recovery coordination.

9. EPA Notice of Proposed Rule Making -- Monitoring of General Aviation Lead Emissions

Mr. Kunze noted that EPA considering changing number of general aviation airports to monitor lead emissions. Fifty-five more GA airports are being considered across the United States and 13 are located in California. The local air pollution control district would monitor for lead in real time over the course of a year.

10. Adjournment

Chair Kunze adjourned the meeting at 3:40 PM.