

GLENN COUNTY AIRPORT ADVISORY COMMITTEE

Tom Arnold, BOS Liaison, Chairman
Taylor Michaud, Willows Airport, Vice-Chair
Ernest Pieper, Willows Airport

Jaime Lely, Orland
Gerald Kraemer, Orland, Secretary
Vacant

Glenn County Public Works Agency
777 N Colusa Street
Willows, CA 95988
(530)934-6530

AGENDA

WEDNESDAY, OCTOBER 4, 2023 @ 3:30 p.m.



PUBLIC WORKS AGENCY
777 N. COLUSA STREET
Willows, CA 95988



Microsoft Teams meeting
Or call in (audio only)

CALL MEETING TO ORDER:

1. ROLL CALL

Tom Arnold, BOS Liaison, Chair
Taylor Michaud, Willows, Vice-Chair
Ernest Pieper, Willows

Jerry Kraemer, Orland, Secretary
Jaime Lely, Orland

2. APPROVAL OF MINUTES

Approve Minutes of July 5, 2023

3. DISCUSSION ITEMS

- a. Budget/Staff Report – Don & Alex
- b. Marlene Sparkman – Feedback
- c. AIP Grant Agreement – Orland-Haigh
- d. Airports Rent Study Results
- e. Airports Critical Role – Emergency Services
- f. Caltrans Aeronautics Update

4. **ACTION ITEMS**

- a. None

5. **UNSCHEDULED MATTERS**

Receive comments from the audience, staff and committee members and, if deemed necessary, refer the subject matter for follow-up and/or schedule the matter on a subsequent agenda if required.

6. **CALL FOR AGENDA ITEMS FOR NEXT MEETING**

- a.
- b.
- c.

7. **NEXT MEETING**

Wednesday, January 3, 2023
Public Works Agency
777 N. Colusa Street
Willows, CA 95988

Adjourn Meeting



MINUTES
AIRPORT ADVISORY COMMITTEE (AAC)
Glenn County, California

Wednesday, July 5, 2023

Members Present:

Tom Arnold, BOS Liaison, Chairman
Taylor Michaud, Willows, Vice-Chair
Ernie Pieper, Willows
Gerald Kraemer, Orland, Secretary

Staff Also Present:

Don Rust, PW Director, Airport Manager
Talia Richardson, PW Deputy Director
Alex Galvan, Airport Maintenance
Sarah Nygard, PW Clerk
Nathan Mendes, PW Eng.

Members Absent:

Jamie Lely, Orland
Mike Peavy, Orland

Others Present:

Marlena Sparkman

The meeting was called to order by Chair Arnold at 3:34 p.m.

1. Roll Call

Tom Arnold, BOS Liaison, Chair
Taylor Michaud, Willows, Vice-Chair
Ernie Pieper, Willows

Jerry Kraemer, Orland

Absent

Jamie Lely, Orland
Mike Peavy, Orland

2. Approval of Minutes

Matter: Approve Minutes of April 5, 2023 meeting
Documents: April 5, 2023 Minutes
Proceedings: Chair Arnold introduced item asking for any comments or corrections.
None being heard, asked for motion.
Motion/Second: Member Kraemer / Member Pieper
Order: Approve minutes of April 5, 2023
Vote: Unanimous

3. Discussion Items

Matter a: Budget/Staff Report
Documents: To be sent after meeting
Proceedings: Talia Richardson commented on current budget, members received in packet, sharing this is not the final yearend budget which, will be approved in August by the Board of Supervisors.
Member Pieper inquired about fuel sales. Mr. Galvan stated that the current pricing is higher due to Avfuel's Richmond refinery having issues and our shipment had to come out of Oregon; should see decrease next delivery.
Mrs. Richardson added that Orland airport is above budget. First payment on the Willows apron project is approximately \$400K that will hit this fiscal year. Anticipating about a three-week turnaround for reimbursement from the FAA.

Inspections have been completed at both airports. Three hangars at Orland have not been inspected as we are waiting on occupants to contact us for access. All have been completed at Willows. Compliance letters will begin going out this week. Majority were in compliance excluding certificates of insurance.

Willows Airport (WLW): Alex Galvan reported parking lot behind Nancy's has been reopened. Hay hauler caught fire and pulled into that area; we are trying to get balance of burned up hay that was dumped there removed. Recently had road crew out trying to clean up as best as we could with sweeper. County doesn't have a broom truck and City's is down. Mr. Galvan shared that he is now trained on a broom truck so he will be working with the city to use their broom truck, in the future, to clean up the airports. Had a gears up accident in April, no injuries. Insurance inspectors have come out to look at the damage to the tarmac but, not sure yet where we stand on that. Mrs. Richardson shared that Armstrong Consultants will be coming out on July 19th to also inspect. Also, repaved area on the north side of Michauds.

Nathan Mendes reported apron project is moving along. Had a slight delay of two weeks due to testing, pushing us off our original schedule. Tomorrow will be starting valley gutters; paving should start the 13th & 14th. There will be a 30-day curing process for the pavement. Then they will return to stripe and finish up. Looking at middle of August for completion and opening back up. Member Kraemer and Chair Arnold discussed concerns of engineering specs of valley gutters which, Mr. Mendes mentioned he had also brought up with the engineer consultants. Consultants assured that this was not an issue. Mr. Mendes stated he would bring it up again.

Orland Airport (037): Mr. Galvan reported we had the fuel terminal go down, due to moisture in the conduit between the dispenser and the pedestal, this was repaired along with some other electrical issues. Weeds continue to be an issue but, finally have the spray and working with Ag department to get on top of it. Potholes are being addressed.

Discussion item only

Matter b: Glenn County Business Association Presentation by Marlena Sparkman
- Willows-Glenn County Airport "Fly-In"

Documents: Glenn County Business Association Letter

Proceedings: Marlena Sparkman, President of the Glenn County Business Association, shared their mission is to bring in new business to the county while assisting current businesses to stay open. They are looking to create a new destination event; not one like Lamb Derby or Fourth of July where local citizens are always involved, ones that bring outsiders into our county. They feel they have found the perfect idea with our Willows airport and the historical significance of the tower, Jimmy Doolittle connection with WWII, and Floyd Nolta with his invention of the water tanker and rice seeding. Looking for feedback from the committee. Tentative date of April 13, 2024 has been chosen. This will be a day long event of either a fly-in or air show. Still

working out details with Don Rust and the FAA. Have spoke with pilots that have old planes that will be on display. We will have parachuters, hot-air balloon rides, offer commemorative coins, food trucks. Will use all local vendors throughout the county. Will also have other types of vendors that follow airport events attend. Looking to draw other people, pilots, and firefighters into our town, to spend money and help our economy. We have looked up the demographics and found that the average income in Glenn County is about twenty-six thousand dollars (\$26,000) per year. The average income of a pilot is over one hundred and twelve thousand dollars (\$112,000) per year. If we could draw them in to see what we have to offer, maybe they will open a business here. We are also working with Glenn-Ride to see about shuttle services to visit other businesses in town, maybe even out to Orland. Still working on logistics. Want to make it a historical and teaching moment for the kids. Office of Education has started an Aeronautics Class for those who want to get their pilot license. We want to bridge the gap between Willows and Orland, bury the axe. We already have twenty-four volunteers, search and rescue has volunteered; the Board of Supervisors are in support. Would love to be able to donate a bronze plaque, depending on cost. We have a thirty-thousand-dollar (\$30,000) budget, fifteen thousand would go toward the airshow and fly-in. The insurance is about seventy-five hundred (\$7,500). We will be looking for sponsors and selling tickets. The word has been spreading in the pilot community and there is a lot of excitement. Eventually would love to be able to have a billboard about it.

Member Pieper mentioned having a fly-in back in the at Willows back in the 1970's and shared information with Marlana. Members shared contacts and contact information with Marlana.

Discussion item only

Matter c: Elections Department to Occupy the Willows Airport Admin. Building
Documents: None
Proceedings: Don Rust reported they have changed the locks on the door but, not sure of the move in timing.
Member Michaud inquired if they will be paying fair market value. Mr. Rust replied yes; we will be doing another rent study which will determine what that is. Mrs. Richardson shared the meeting with the rent study consultants, AMCG, is next week.
Member Michaud expressed possible interest in one of the buildings and asked how that would work. Mr. Rust replied that aeronautic business would take precedence so please let us know as soon as possible. Mr. Michaud stated he would have a conversation with his business partner.

Discussion item only

Matter d: Sheriff/Probation to Move into the IronTree Building
Documents: None
Proceedings: Mr. Rust reported IronTree is now officially out and inspection has been completed. Fair market value rent for the Sheriff/Probation will be determined also based of the new rent study.

Discussion item only

Matter e: Airport Advisory Committee Members Terms to Expire 7/21/23 – Submit New Applications for Reappointment.
Documents: Blank Appointment Application
Scott DeMoss Letter regarding AAC Expired Terms
Proceedings: Mrs. Richardson reported that Members Lely, Michaud, Pieper, and Kraemer are coming to the end of their term and need to reapply if interested by August 1, 2024.

Discussion item only

4. Action Items

None

5. Unscheduled Matters

Member Pieper shared the FAA has released a new advisory circular for non-towered airport flight operations (handed out copies of front page only as it has the website to view the entire 28-page document on). He requested these be laminated and hung at the fuel pumps at each airport for others to see.

Member Kraemer mentioned the Forest Services trailers back out at the Orland airport. Mr. Galvan confirmed they moved them back out a couple weeks ago for fire season and will be paying the tiedown fee of \$40/month.

Mr. Rust stated the new lease agreements will be brought to the Board of Supervisors August 15, 2024. Mrs. Richardson stated this will be advertised and posted to get the word out.

6. Call for Agenda Items for Next Meeting

- a. Newsletter in January 2024 with Inspection
- b. YouTube - Auburn Airport – live webcam – price/how
- c. AAC membership

7. Next Regular Scheduled Meeting

Wednesday October 4, 2023 at 3:30 p.m.

Public Works Agency

Conference Room

777 N Colusa Street

Willows, CA 95988

Adjourn

Meeting adjourned 4:51 p.m.



Aviation Management
Consulting Group

Preliminary List of Airports

County of Glenn

Willows – Glenn County Airport
Haigh Field Airport

AIRPORT RENT STUDY UPDATE

August 25, 2023



Competitive and comparable airports will be utilized in the *Airport Rent Study Update* to be conducted by AMCG for the County of Glenn (County) at each County airport (Willows – Glenn County Airport and Haigh Field Airport).

Competitive Airports

The information and data collected from competitive airports will convey the rent structure and rental rates within the local area.

Consistent with Federal Aviation Administration (FAA) Compliance Guidance Letter 2018-3 *Appraisal Standards for the Sale and Disposal of Federally Obligated Airport Property* (CGL 2018-3)¹, the selection of competitive airports was based on relative proximity to the Airport. Upon identifying all airports within a defined proximity of the Airport, the identified airports were compared to the Airport based on (1) FAA *National Plan of Integrated Airport Systems* (NPIAS) classification (General Aviation and Primary Commercial Service only) and FAA *General Aviation Airport Asset Study* classification (local to regional only).

CGL 2018-3 identifies “major factors that should be used to identify comparable properties for determining FMV [fair market value] of aeronautical airport property.” The inclusion of competitive airports addresses the following major factors:

- size of the metropolitan area and population;
- surrounding demographic profile and economic character;
- location of the airport;
- airport classification; and
- fuel services provided.

The following 8 airports within 60 nautical miles of both airports have been identified as competitive airports and will be used in the *Airport Rent Study Update*. It is significant to note that each of the 8 airports (highlighted in blue) were identified as competitive airports in the *Airport Rent Study* previously conducted by AMCG for the County airports (dated April 11, 2019).

Competitive Airports		
Airport	Identifier	Location
Chico Municipal Airport	CIC	Chico, California
Colusa County Airport	O08	Colusa, California
Lampson Field Airport	102	Lampson Field Airport
Oroville Municipal Airport	OVE	Oroville, California
Red Bluff Municipal Airport	RBL	Red Bluff, California
Redding Municipal Airport	RDD	Redding, California
Sutter County Airport	O52	Yuba City, California
Yuba County Airport	MYV	Marysville, California

¹ CGL 2018-3: “It is highly recommended for determining FMV [fair market value] rates that aeronautical property is compared to other aeronautical property serving the same function at similar airports throughout the region or state.”

Comparable Airports

The information and data collected from comparable airports will convey the rent structure and rental rates at airports with similar aeronautical activity and infrastructure indicators.

The first step in identifying comparable airports is developing an accurate profile of each County airport. Based on data available from various sources including the FAA, a profile of the Airport was developed. The profile provides the basis for establishing criteria and parameters for identifying comparable airports.

The selection of comparable airports was based on historical reported activity levels, total reported based aircraft, the absence of a control tower and absence of a precision instrument approach, runway length, total airport acreage, FAA *National Plan of Integrated Airport Systems* (NPIAS) classification, and FAA *General Aviation Airport Asset Study* classification. Parameters were then established in each of these areas to facilitate the selection process.

CGL 2018-3 identifies “major factors that should be used to identify comparable properties for determining FMV [fair market value] of aeronautical airport property.” The identification of comparable airports addresses the following:

- runway(s) length and orientation;
- airport classification, size, and function;
- number of operations and other activity statistics;
- number of based aircraft;
- fuel services provided; and
- NAVAIDS (navigational aids) and Air Traffic Control facilities.

Information identified in the green rows of Tables 1 - 3² represents the current situation at the County airports. The high end of the range is in bold above the green row and the low end of the range is in bold below the green row. The high and low percentages and deviations explains the amount that the high and low range varies from each County airport’s current situation.

- The County airports are utilized solely by the general aviation segments of the market. As such, airports with significant air carrier operations were not considered comparable.
- The County airports are classified as General Aviation airports in the FAA NPIAS. As such, only General Aviation airports were considered comparable.
- The County airports are classified as Local airports in the FAA *General Aviation Asset Study*. As such, only Local airports were considered comparable.
- Airports deemed comparable to Willows – Glenn County Airport have a runway greater than 2,500 feet and less than 6,000 feet.

² Based on data reported by the FAA Master Record 5010 for the 12-month period ending Dec 31, 2022.

- Willows – Glenn County Airport consists of 320 acres of land. Airports having total acreage between 200 and 450 acres were considered comparable.
- Airports deemed comparable to Haigh Field Airport have a runway greater than 3,000 feet and less than 6,000 feet.
- Haigh Field Airport consist of 300 acres of land. Airports having total acreage between 150 and 500 acres were considered comparable.
- It is significant to note that both County airports have minimal based jet aircraft. As such, only airports with 5 or less based jet aircraft were considered comparable.

Table 1 – General Aviation Itinerant Operations

Criteria	Willows – Glenn County Airport	Haigh Field
High	10,000	16,000
%	33%	33%
Deviation	2,500	4,000
Number	7,500	12,000
Deviation	3,500	5,000
%	47%	42%
Low	4,000	7,000

Table 2 – Geneal Aviation Total Operations

Criteria	Willows – Glenn County Airport	Haigh Field
High	40,000	30,000
%	36%	50%
Deviation	10,500	10,000
Number	29,500	20,000
Deviation	12,500	9,000
%	42%	45%
Low	17,000	11,000

Table 3 – Based Aircraft

Criteria	Willows – Glenn County Airport	Haigh Field
High	50	50
%	43%	67%
Deviation	15	20
Number	35	30
Deviation	20	15
%	57%	50%
Low	15	15



PRELIMINARY LIST OF AIRPORTS

Based on the criteria and parameters identified, AMCG developed airports which, in the opinion of AMCG, are considered comparable to each County airport and will be used in the *Airport Rent Study Update*. It is significant to note that 16 airports (highlighted in blue) were identified as comparable airports in the *Airport Rent Study* previously conducted by AMCG for the County airports (dated April 11, 2019).

Comparable Airports Willows – Glenn County Airport		
Airport	Identifier	Location
Albert Lea Municipal Airport	AEL	Albert Lea, Minnesota
Austin Municipal Airport	AUM	Austin, Minnesota
Boone Municipal Airport	BNW	Boone, Iowa
Cambridge Municipal Airport	CBG	Cambridge, Minnesota
Crete Municipal Airport	CEK	Crete, Nebraska
Eloy Municipal Airport	E60	Eloy, Arizona
Elton Hensley Memorial Airport	FTT	Fulton, Missouri
Hallock Municipal Airport	HCO	Hallock, Minnesota
Hermiston Municipal Airport	HRI	Hermiston, Oregon
Little Falls / Morrison County Airport	LXL	Little Falls, Minnesota
Mortiz Memorial Airport	K61	Beloit, Kansas
Mountain Home Municipal Airport	U76	Mountain Home, Idaho
Omar N Bradley Airport	MBY	Moberly, Missouri
Othello Municipal Airport	S70	Othello, Washington
Seminole Municipal Airport	SRE	Seminole, Oklahoma
Stanton County Municipal Airport	JHN	Johnson, Kansas
Tekamah Municipal Airport	TQE	Tekamah, Nebraska
Ulysess Airport	ULS	Ulysess, Kansas
Waseca Municipal Airport	ACQ	Waseca, Minnesota

Comparable Airports Haigh Field		
Airport	Identifier	Location
Andrews County Airport	E11	Andrews, Texas
Baker City Municipal Airport	BKE	Baker City, Oregon
Baudette International Airport	BDE	Baudette, Minnesota
Buhl Municipal Airport	U03	Buhl, Idaho
Cambridge Municipal Airport	CBG	Cambridge, Minnesota
Hermiston Municipal Airport	HRI	Hermiston, Oregon
Idaho County Airport	GIC	Grangeville, Idaho
Lompoc Airport	LPC	Lompoc, California
Mefford Field Airport	TLR	Tulare, California
Miami Regional Airport	MIO	Miami, Oklahoma
Mortiz Memorial Airport	K61	Beloit, Kansas
Plattsmouth Municipal Airport	PMV	Plattsmouth, Nebraska
Sioux County Regional Airport	SXK	Maurice, Iowa
Smith Field Airport	SLG	Siloam Springs, Arkansas
Stanton County Municipal Airport	JHN	Johnson, Kansas
Storm Lake Municipal Airport	SLB	Storm Lake, Iowa
Tekamah Municipal Airport	TQE	Tekamah, Nebraska
Wellington Municipal Airport	EGT	Wellington, Kansas
Winner Regional Airport	ICR	Winner, South Dakota
Wray Municipal Airport	2V5	Wray, Colorado
Wautoma Municipal Airport	Y50	Wautoma, Wisconsin

Session 7

Improving airports critical role in supporting emergency services and wildfires



ACA

Association of California Airports

Kevin Edwards - Moderator, Nevada County

Roger Caballero - USFS

Sean Ryan - CALFIRE



Session 7

Know your USFS point of contacts

- Angeles N.F. = Bart Dorman
Barton.Dorman@usda.gov
- Klamath and Six Rivers N.F. = Tyler Detrick
Tyler.Detrick@usda.gov
- Lassen and Plumas N.F. = Brian Rogers
Brian.Rogers@usda.gov
- Los Padres N.F. = Brian Sexton
Brian.Sexton@usda.gov
- San Bernardino and Cleveland N.F. = Doug Ross
Douglas.Ross@usda.gov



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Session 7

Know your USFS point of contacts

Sequoia and Inyo N.F. = Raul Contreras

Raul.Contreras@usda.gov

Shasta Trinity, Mendocino, and Modoc N.F. = Ira Graves

Ira.Graeves@usda.gov

Sierra and Stanislaus N.F. = Mark Bertuccelli

Mark.Bertuccelli@usda.gov

Tahoe, Eldorado, LTBMU N.F. = Roger Caballero

Roger.Caballero@usda.gov



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Session 7

Pre-season agreements/ Land use agreements

Be proactive
- Authority



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Session 7

**Closures, partial closures,
temporary towers**



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Caltrans Aeronautics Update

1 CALTRANS | DIVISION OF TRANSPORTATION PLANNING



Overview

01 - Division of Transportation Planning Overview

02 - Pavement Conditions at Primary Runways

03 - Aviation Land Use Planning

04 - Vision, Activities, and Initiatives





Division of Transportation Planning (DOTP) Overview



Integrating modal programs with enterprise functions

The transportation landscape has changed, exacerbating common challenges:

- **Redundancy:** Similar functions exist within each division - planning, administrative services, etc.
- **Silos:** Aeronautics was a standalone and wasn't well integrated or supported across other enterprise functions and the districts.
- **Partnerships:** Our partners do not always know where to go for help and it limits our ability to tap into other areas of the Department to better resource and deliver important priorities.
- **Data-Driven Solutions:** We lack the data that can help us visualize or quantify pain points in a way where we can build focused, efficient, and sustainable solutions.

Caltrans 2020-24 Strategic Plan

Mission: Provide a safe and reliable transportation network that serves all people and respects the environment

Goals:

- Safety first
- Cultivate excellence
- Enhance and connect the multimodal transportation network
- Strengthen stewardship and drive efficiency
- Lead climate action
- Advance equity and livability

CALTRANS 2020-24 STRATEGIC PLAN



Evolution of Caltrans Planning & Modal Programs

Before Integration

Planning and Modal Programs
Jeanie Ward-Waller

Division of Aeronautics

Division of Rail and Mass Transportation

Division of Transportation Planning

Division of Local Assistance

Division of Research, Innovation & System Information Data & System Information

Assistant Deputy Director, Roadway Pricing

After Integration

Division of Transportation Planning

Division of Local Assistance

SB 1 Program Manager/Division of PMP Program Management (PM²)

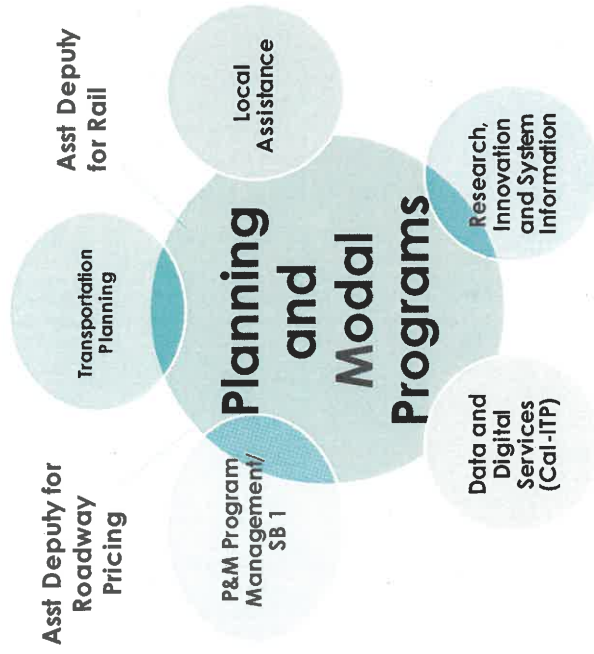
Division of Research, Innovation & System Information Data & System Information

Division of Data & Digital Services

Assistant Deputy Director, Rail Transportation

Assistant Deputy Director, Roadway Pricing

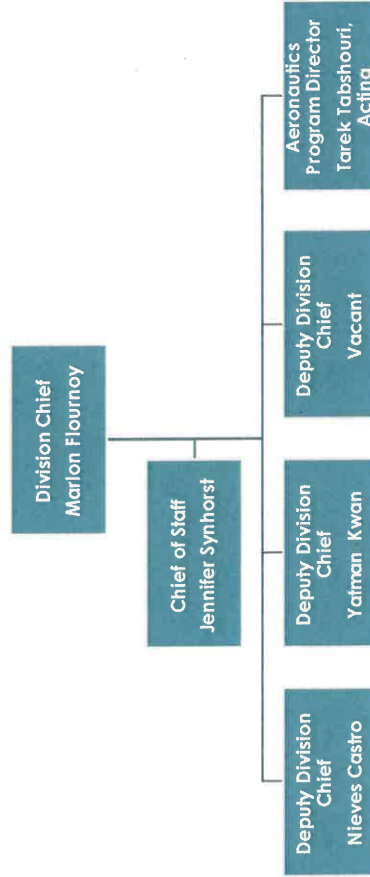
We aim to be a lean, mean 5-division team!



- Standardize resource management
- Data-driven decision making
- Customer-focused, customer-first business practices
- Multimodal plans and projects
- Communication and collaboration

Division of Transportation Planning

LEADERSHIP TEAM



Scope

- California Transportation Plan
- Six Statewide Modal Plans
- 21 State & Federal Competitive Programs
- 5,700 Local Development Review projects reviewed, and 1,800 letters sent, annually
- Oversee 18 MPOs and 26 RTPAs
 - 44 Regional Transportation Plans
 - \$116 million in federal funds
- \$9 million annually for Planning Studies
- \$25 million annually for Sustainable Transportation Planning Grants
- Transportation Planning
- Rail Program
- Aeronautics Program

Roles & Responsibilities

Deputy Division Chief (Nieves Castro)

- Active Transportation, Transit Planning, Corridor & System Planning, Strategic Investment Planning, Project Planning, and Transportation Equity & Community Engagement

Deputy Division Chief (Yatman Kwan)

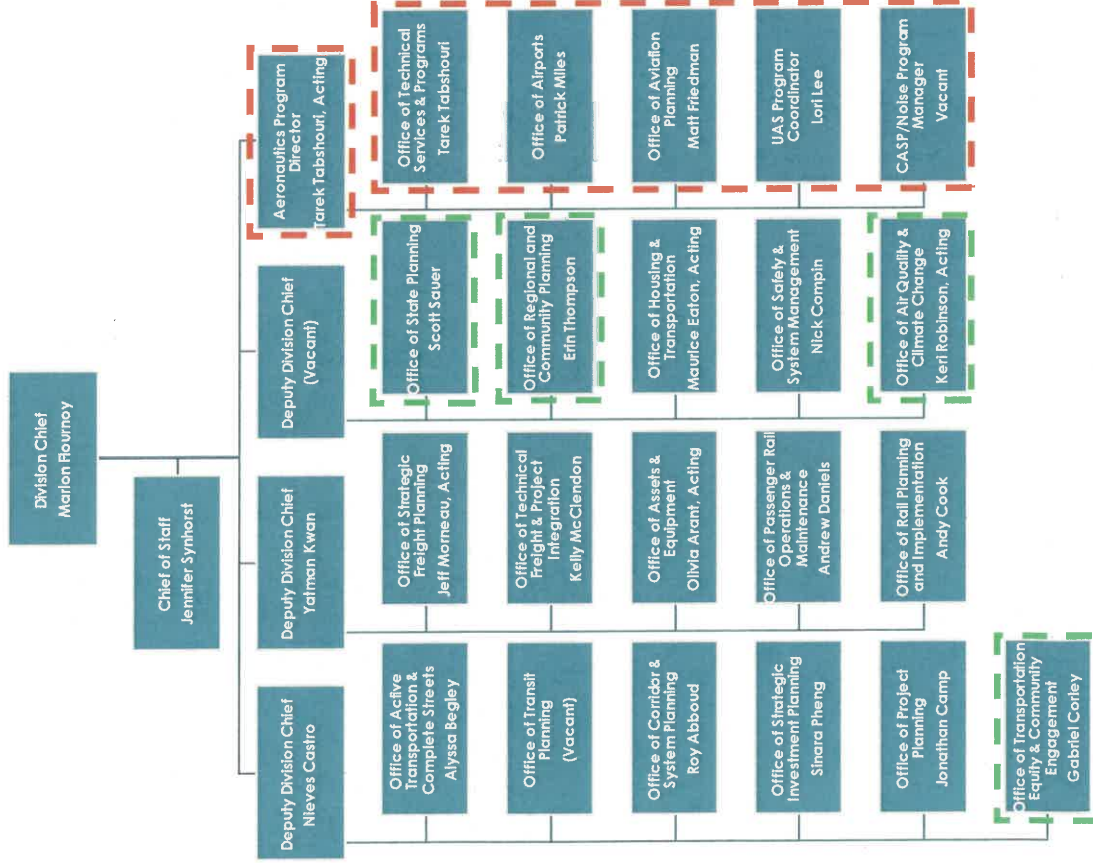
- Rail Program Offices, Strategic Freight Planning, and Technical Freight & Project Integration

New Deputy Division Chief (Vacant)

- State Planning, Regional & Community Planning, Housing & Transportation, Safety & System Management, and Air Quality & Climate Change

Aeronautics Program Director (Tarek Tabshouri, Acting)

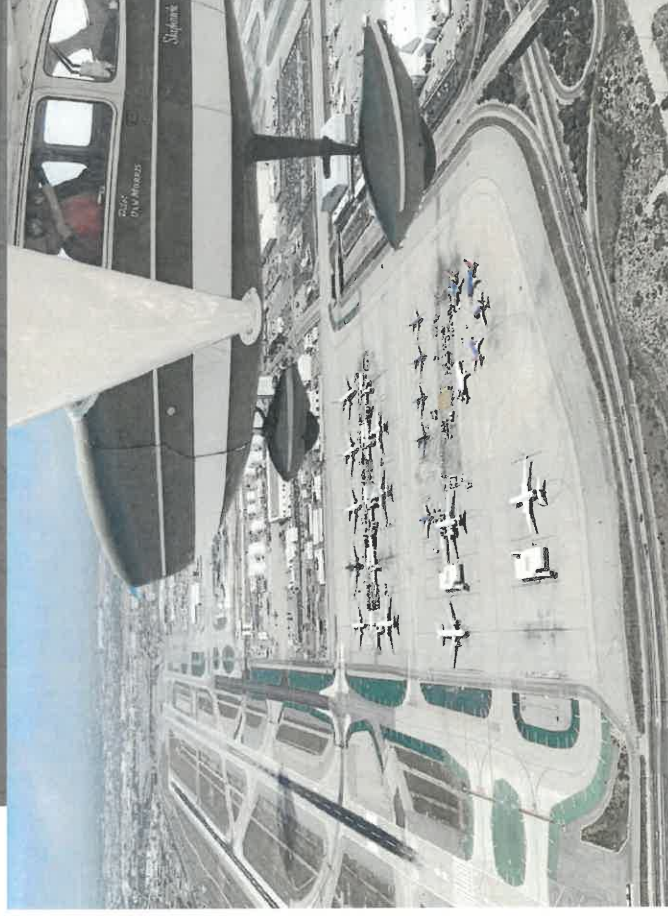
- Technical Services & Programs, Airports, Aviation Planning, UAS Program, and CASP/Noise Program Manager.



Aeronautics Program

CONTINUE TO CARRYOUT ITS MANDATED RESPONSIBILITIES

- ☑ Airport and Heliport Permitting and Inspections
- ☑ Aviation System Planning
- ☑ Grants and Loans Administration
- ☑ Airport Land Use Compatibility Guidance
- ☑ Oversight and Administration of the Caltrans Unmanned Aircraft System (UAS) Program
- ☑ CEQA Agency Review and Airport Noise Compliance





Wins and Next Steps

LEVERAGING AND COORDINATING ENTERPRISE RESOURCES

- Improved Administrative Support (e.g., hiring, resource management, etc.)
- Leverage the DTP Offices and Resources
- Coordination and Integration with California Transportation Plan and other statewide modal programs
- Coordination with Asset Management
- Develop Workload Assessment and Implement Program/Project Management



Pavement Conditions at Primary Runways

Patrick Miles
Chief, Office of Airports

Rating Criteria for Pavements

AIRFIELD PAVEMENT SURFACE EVALUATION AND RATING MANUALS (AC 150/5320-17A)

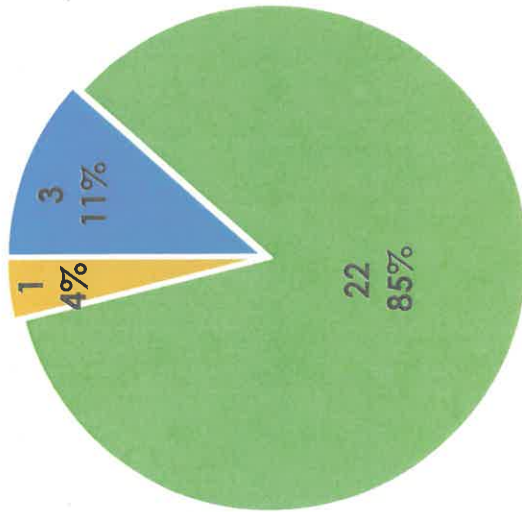
Rating	Visible Distresses (Highlights)
Excellent	<ul style="list-style-type: none"> • None, or initial thermal cracks, all narrow (less than 1/8")
Good	<ul style="list-style-type: none"> • Additional thermal cracking • Minimal or slight raveling - No distortion • Patches in good condition
Fair	<ul style="list-style-type: none"> • Moderate raveling • Cracks spaced less than 50' apart • Crack sealing or repair of sealant needed • Isolated alligator cracking and poor patches
Poor	<ul style="list-style-type: none"> • Frequent thermal cracks • Wide cracks and joints with raveling and more than 25% deterioration • Block cracks spaced 5' apart or less • Alligator cracking or poor patches cover up to 20% of surface area
Failed	<ul style="list-style-type: none"> • Widespread, severe cracking with raveling and deterioration • Alligator cracking and potholes over 20% of the area • Distortion over 2"

Runway Conditions – All Public Use Airports

Airport Classification	Count	Pavement Condition				
		Excellent	Good	Fair	Poor	Failed
Commercial	26	3	22	1	0	0
NPIAS-GA	142	14	93	29	6	0
NPIAS- Unclassified	14	0	6	6	1	1
Non-NPIAS	30	3	13	9	4	1
Privately Owned	29	4	13	6	5	1
Total	241	24	147	51	16	3

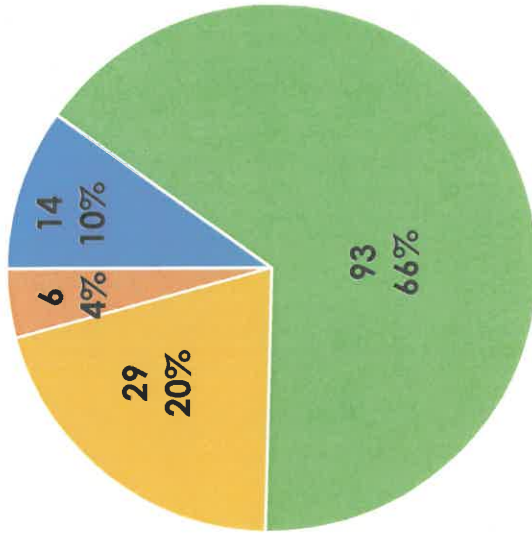
Airport Pavement Condition Summaries

Commercial (26)



96 % in a state of good repair

GA – NPIAS (142)

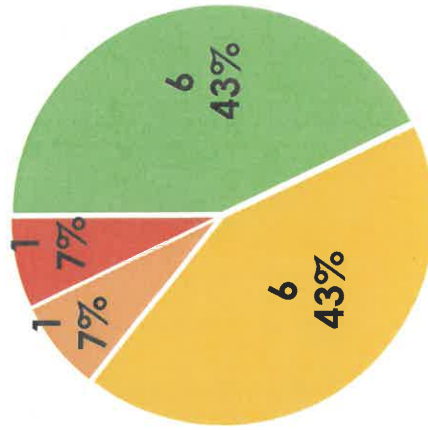


76% in a state of good repair

- Excellent
- Good
- Fair
- Poor
- Failed

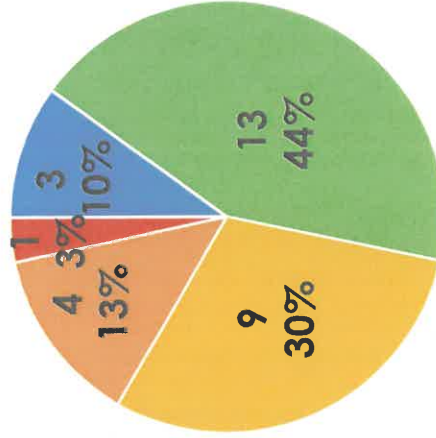
Airport Pavement Condition Summaries

NPIAS-Unclassified (14)



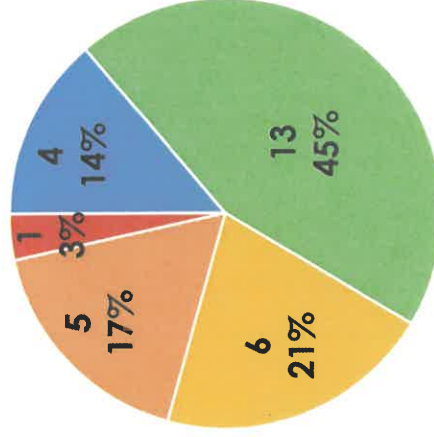
43% in a state of good repair

Non-NPIAS (30)



54% in a state of good repair

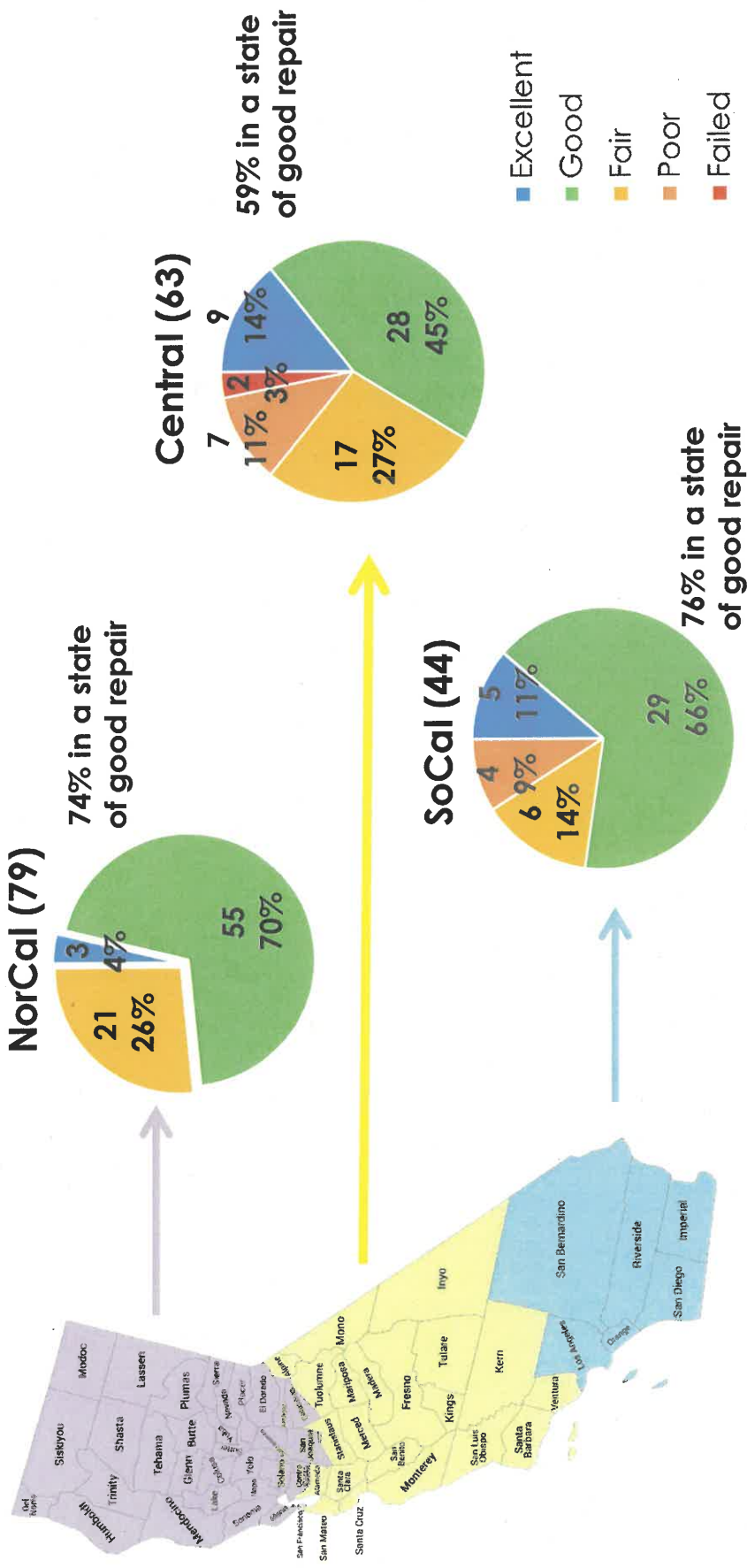
Privately Owned (29)



59% in a state of good repair

- Excellent
- Good
- Fair
- Poor
- Failed

Pavement Conditions by Region (Publicly Owned GA Airports)



Findings

- 30% of Publicly Owned GA Airports have primary runway pavement that is **Fair, Poor, or Failed**
- Runways at privately owned airports are in a **better state** of repair than at Non-NPIAS or Unclassified Airports
- Publicly owned GA airports in the Central Region are in a **worse state** of repair than those in NorCal or SoCal (further analysis needed)



Next Steps

- ❑ Summarize pavement conditions for secondary runways, taxiways, and aprons
- ❑ Aggregate additional airport condition information (e.g. runway lighting, obstructions, and approach indicators)
- ❑ Increase communication and collaboration with airports and FAA to address deficiencies
- ❑ Work toward restarting a Statewide Pavement Management Program



Aviation Land Use Planning: A Caltrans-Airport Partnership

Matthew Friedman
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Airport Land Use Planning

- Articulated via the Public Utilities Code (PUC)/ State Aeronautics Act (SAA)
- Guidance provided by the California Airport Land Use Planning Handbook (Handbook)
- <https://dot.ca.gov/programs/aeronautics/airport-land-use-planning>



■ Protecting Airports and Communities

- Cities and Counties are routinely overruling Airport Land Use Commissions.
- 2022 City of San Jose overruled Santa Clara ALUC, overrule hearing and resolution was embedded in project approval
- 2022 City of San Bruno overruled City/County Association of Governments, 1,000 high density housing units, 2 million sq ft life science and retail
- 2022 and 2023 Oroville overrule proposals
- 2021 City of Colusa overruled ALUC for industrial park and residential





Work With Local Governments and ALUCs

- Project momentum likely to push through overrule proposals
- Likelihood of effective dialogue increased if airports are aware of development proposals
- Airports and land use entities would decrease points of conflict with early project consultation
- SFO and Caltrans sent advisory letters to City of San Bruno
 - Outcome was the same, but initiated dialogue





■ Placement of Vertiports

- Placement of vertiports is new territory for local land use authorities
- Land use issues have many additional layers of topics including equity, noise, access and aircraft light
- Caltrans sponsored research with SJSU & Mineta Transportation Institute
 - [Land Use Analysis on Vertiports Based on a Case Study of the San Francisco Bay Area](#)
- Importance of early consultation
- Current statute can require Airport Land Use Compatibility Plans for heliports, vertiports will likely be treated similarly



Icon Source: The Noun Project



Vision, Activities, and Initiatives

Tarek Tabshouri
Aero Program Director (Acting)

Caltrans Priorities

CALTRANS 2020-2024 STRATEGIC PLAN

Mission:

Provide a safe and reliable transportation network that serves all people and respects the environment

Priorities:

- Safety
- Climate Action
- Equity
- Economic/Community Development



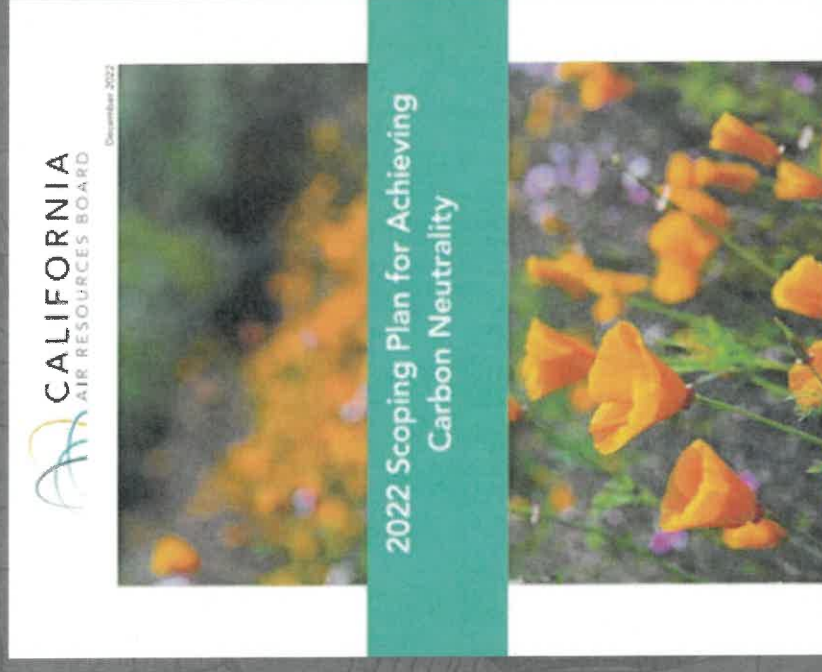
California's Climate Goals

By 2045:

- Cut greenhouse gas emissions by 85% below 1990 levels
- 71% reduction in smog-forming air pollution
- Reduce fossil fuel consumption (liquid petroleum) by 94% of today's levels.
- Create 4 million new jobs/ Save Californians \$200 billion in health costs

Aviation Goals:

- 20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) by 2045
- Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries



2020 California Aviation System Plan

- Holistic approach to aviation planning and aligns with the State's vision and plan for transportation
- Roadmap to the integration of Aeronautics into the Division of Transportation Planning
- Go-to report for policy makers and executives on aviation matters

Safety
Provide a safe and secure aviation system to all Californians

Climate
Address California's unique aviation-related climate and air quality challenges and reduce aviation's carbon footprint

Equity
Ensure transportation benefits for all Californians, including underserved and disadvantaged groups

Accessibility
Improve multimodal mobility and access for transportation system users

Quality of Life & Public Health
Enable vibrant, healthy communities

Economy
Support a vibrant, resilient economy

Environment
Enhance environmental health and reduce negative transportation impacts

Infrastructure
Maintain a high-quality, robust transportation system

Source: California Transportation Plan 2050



Airport Capital Improvement Plan – Airport Needs

CIP 2023-2032 (APPROVED JUNE 2023)

GA Airport Participation Rate	10-year Total Need	FAA Share	State Share	Local Share
86% (161 out of 187)	\$2,162,247,779	\$1,892,766,350	\$121,964,260	\$ 147,517,169

State Grant Program Type	4 Year Need (2023-2027)	Yearly Average
AIP Match	\$50,704,298	\$12,676,075
A&D	\$18,498,009	\$4,624,502
Total	\$50,704,298	\$12,676,075

Grants and Loans

FISCAL YEAR 2022 -2023

Annual Credits

\$10,000 for GA Airports other than Relievers

Number of Airports	144
Amount A warded	\$1,400,000

AIP Match

5% of AIP Grant up to \$150,000

Number of Projects	47
Total A warded	\$2,125,268
FAA AIP Funds Matched	\$54,184,071
Requests Exceeding \$150K Maximum	6

Airport Loans

Airport Development, Revenue Generation, AIP Match, Planning

Number of Loans	2
Amount A warded	\$4,015,958



■ Acquisition and Development Project Eligibility

- 90% State – 10% Local Match
- Funds capital improvements, maintenance, land acquisition, and limited planning projects
- Eligible categories are specified in the State Aeronautics Act and associated regulations
 - California Transportation Commission has requested that more project categories that address air quality, alternative fuels, equity, and electrification



■ Grant Project Prioritization Update

- How can Caltrans best align its A&D grants program with current airport conditions and regional and State priorities?
- Activities needed:
 - ❖ Engage with aviation stakeholders and regional planning agencies
 - ❖ Analyze CIP data / Interview and survey airports
 - ❖ Compare with other states' rankings and related studies



Pavement Management Program Update

- Caltrans has historically performed statewide Pavement Management Plan Updates on a periodic basis
- Caltrans survey shows majority of airports have PMPs older than three years
- Statewide pavement management is the most efficient and cost-effective method to update GA airport pavement data
- Caltrans and FAA are in discussions to determine the feasibility of AIP funding for a statewide program



Next Steps

- Surveys, data analysis and reporting on airport conditions
- Continued collaboration with FAA ADO and FSDO
- Schedule regular meetings with ACA Board
- Proactive outreach to airport managers

Additional info on our website
(Search: Caltrans Aeronautics)

Or email us at Aeronautics@dot.ca.gov

THANK YOU!