



# ASSOCIATION OF CALIFORNIA AIRPORTS

BOARD MEETING MINUTES  
Conference Call Meeting  
11:00 am, Wednesday, June 10, 2020

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## BOARD MEMBERS PRESENT:

Rayvon Williams, President  
Mary Hansen, Secretary/Treasurer  
Andy Swanson, Vice President  
Benny Stuth, Board Director  
Gary Engel, Board Director  
Cody Roggatz, Board Director  
David Decoteau, Board Director  
Carol Ford, Board Director  
Gary Gosliga, Board Director  
Justin Castagna, Board Director  
John Pfeifer, Board Director  
Richard Smith, Board Director  
Charlie Broadbent, Board Director

## BOARD MEMBERS ABSENT:

Jeff Crechriou, Board Director  
Brendan O'Reilly, Past President  
Chuck McCormick, Board Director  
Ashley Whitmore, Board Director  
Cory Hazlewood, Board Director

## Guests:

Melissa McCaffrey, Member  
Gill Wright, Member  
Mark Bautista, Member

The meeting was called to order at 11:03 am by President Rayvon Williams.

## Confirmation of Quartum

A quorum was confirmed.

## Approval of Agenda

*There were no additional items to add to agenda. The agenda was approved by unanimous consent.*

## Approval of Minutes

*There were no corrections to the minutes noted. The minutes were approved by unanimous consent.*

## Treasurer's Report

The Treasurer's Report is noted on the "Agenda Key Summary Points." No additional report was provided.

## Reports

See attached "Agenda Key Summary Points." Prior to the agenda, each of the key committee chairs send a brief statement, report, or general comments on committee activity to the Secretary/Treasurer. This becomes part of the "agenda packet" that each Board Member receives to prepare for the meeting.

a. 2020 Conference Update

The committee did not have any new information. The motel has agreed to move the deposit to 2021 and not access any fees at this time. They are working on an outline and ideas on how to present an online meeting. There was a lot of discussion on what platform to use. Microsoft Teams, Go to Meeting, and Ring Central seemed to be the main focus from members experiences. The Committee will provide a recommendation and a general outline at the next Board meeting.

Rayvon shared discussions he has had with Laurie Suttmeier at SF ADO. She has indicated they want to continue to do the ACIP meeting at our conference in September. This year proposes challenges since our conference has been cancelled. They have suggested our assistance in identifying regional airports where a group of airports could travel and have a series of ACIP meetings. She is also talking with LA ADO. They also plan to do one-on-ones through services like Zoom or Go to Meeting. Benny has been working on a list of airports.

b. Legislative Update

No additional information provided on the legislation noted. Carol brought up a new concern with the state budget taking funds from the Aeronautics Fund. After considerable discussion, it was agreed that a letter needs to be drafted expressing our opposition, but also understanding that this is an isolated event. However, language in the letter needs to include how the funds would be paid back as funds have been taken in the past without being returned, even though the funds were taken with the understanding they were a loan and would be returned. The Legislative Committee will draft a letter for the Board to review. It was also suggested that Mark McClardy be brought into the discussions as this relates to diversion of funds.

c. Emerging Technologies Committee

No additional information provided.

d. Leadership Development Committee

No additional information provided.

## Unfinished Business

a. COVID-19 Discussion/Airport Impacts

No additional discussions under this subject.

New Business

- a. Nomination Committee Activation for 2020  
Brendan O'Reilly was not available for the meeting. Brendan has conducted the nominations before. It is anticipated that he will check in with the current District Board members that will be up for re-election to confirm they want to continue. An email will be sent to the membership related to the Districts that are up for re-election to see if anyone would like to also run for Board Member. The process for online elections will need to be determined and will be part of the conference outline development.

Announcements

There were no announcements.

The meeting was adjourned at approximately 12:05 pm.

Submitted by

Mary A. Hansen  
Secretary

Approved: \_\_\_\_\_

Date: \_\_\_\_\_

## Agenda Key Summary Points

### VI Treasurer's Report:

|                      |               |                  |
|----------------------|---------------|------------------|
| ACA General Account  | \$ 23,174     |                  |
| Aviation Day Account | <u>14,639</u> |                  |
| Total ACA Funds      |               | <u>\$ 37,813</u> |

### VII Reports

- a. 2020 Conference Update  
Update to be provided at meeting.
- b. Legislative Update  
See report at end of this summary.
- c. Emerging Technologies Committee  
Update to be provided at meeting
- d. Leadership Development Committee  
Update to be provided at meeting.

### VIII Unfinished Business

- a. COVID-19 Discussion/Airport Impacts/ACA Conference  
Current updates will be provided during meeting discussions.

### IX New Business

- a. Nominating Committee activation for 2020

As per the ACA bylaws, the Immediate Past President will act as the Committee Chair. Brendan O'Reilly is the new Chair. District Board positions up for election:

District 2 – Gary Gosliga  
District 4 – Benny Stuth  
District 6 – David Decoteau  
District 8 – Jeff Crechriou

Corporate Director – Cory Hazlewood  
Corporate Director – Chuck McCormick

### X Announcements

The next ACA Board meeting is scheduled for 11 am, Wednesday, July 8, 2020.

## Legislative Update - June 10, 2020

California Legislation: The Legislature convened on January 6, 2020, for the second year of the 2019-2020 session. However, the Legislature was in recess through April due to the COVID-19 crisis. It is now back in session but holding abbreviated sessions. *Updates in italics.*

- **AB 245 (Muratsuchi): California Aerospace and Aviation Commission:** This bill is a reintroduction of AB 427 reported in 2018. The bill would create a California Aerospace and Aviation Commission to foster the development of activities in the state related to aerospace and aviation, commercial and governmental space travel, unmanned aerial vehicles, aerospace education and job training, infrastructure and research launches, manufacturing, academic research, applied research, economic diversification, business development, tourism, and education. AB 245 was introduced on January 22, 2019. Initially, the bill was supported by SWAAAE, ACA, AOPA, CalPilots, and several aerospace companies. Extensive amendments over the course of the bill have given rise to concerns by aviation stakeholders and those concerns are under discussion at this time. The bill passed the Assembly on May 23<sup>rd</sup>, 2019. It is now in the Senate and was referred to the Committee on Business, Professions and Economic Development, where it passed on June 17, and ended the session awaiting hearing in the Committee on Governmental Organization. The bill remains in committee and became a two year bill. It may be heard not later than July 12, 2020. *Given the abbreviated session schedule, it is unlikely that this bill will be taken up.*
- **AB 1190 (Irwin): Unmanned aircraft: state and local regulation: limitations.** The bill would prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system, as well as other provisions as specified. The bill passed the Assembly on May 23<sup>rd</sup>, 2019, and ended the session awaiting hearing in the Senate Rules Committee. The bill remains in committee and became a two year bill. It may be heard not later than July 12, 2020. *Given the abbreviated session schedule, it is unlikely that this bill will be taken up.*
- **SB 648 (Chang): Unmanned aircraft systems: accident notification:** The bill would require the operator of an unmanned aircraft system involved in an accident resulting in injury to an individual or damage to property to immediately land the aircraft, as specified, and provide certain information to the injured individual or the owner or person in charge of the damaged property. The bill passed the Senate on May 9 and is now in the Assembly, where it passed in the Committee on Privacy and Consumer Protection on June 26, 2019, and ended the session awaiting hearing in the Committee on Transportation. The bill remains in committee and became a two year bill. It may be heard not later than July 12, 2020. *Given the abbreviated session schedule, it is unlikely that this bill will be taken up.*
- **SB 988 (McGuire): Aviation fuel:** This bill is a first step legislatively to bring the state into compliance with the FAA aviation fuel tax revenue policy. It would require the California Department of Tax and Fee Administration (the department) to collect and disseminate information and calculate the amount of revenue collected from the sale, storage, use, or consumption of aviation fuel in the state. The bill was introduced on February 12 and was scheduled to be heard in the Senate Committee on Governance and Finance on March 18. The hearing was postponed indefinitely due to the Legislature's COVID-19 recess. ACA, SWAAAE, and CalPilots have sent letters of support. Discussion with the author and staff is needed to determine why only jet fuel and not avgas is included in the bill. *Given the*

*abbreviated session schedule, the President pro Tempore requested that Senators voluntarily reduce their bill loads and this bill was withdrawn.*

- **SB 1044: (Allen): Firefighting equipment and foam: PFAS chemicals:** This bill was introduced on February 18. The bill would prohibit a manufacturer of class B firefighting foam from manufacturing, or knowingly selling, offering for sale, distributing for sale, or distributing for use class B firefighting foam to which PFAS chemicals have been intentionally added, and would provide for civil penalties for doing so. The bill contains an exemption for firefighting foam, containing PFAS chemicals, that are required by federal law, specifically including section 139.317 of CFR 14. The bill was referred to multiple Senate Committees: Environmental Quality, Governmental Organization, and Judiciary. Hearings pending return of the Legislature. Recommend no position on the bill. *The bill was heard in the Senate Committee on EQ & GO on May 18, amended, and re-referred to EQ & GO.*
- **SB 939: (Wiener and Gonzalez): Emergencies: COVID-19: commercial tenancies: evictions:** *This bill was introduced on February 6. However, it appears that the bill as introduced was a different topic and the “gut and amend” version came out of committee on March 12. The bill would prohibit a person, business, or other entity from evicting tenants of commercial real property, including businesses and nonprofit organizations, from taking specified other actions relating to the eviction of tenants of commercial real property, during the pendency of the state of emergency proclaimed by the Governor on March 4, 2020, related to COVID-19. The amended bill passed the Senate Committee on Judiciary on May 22 and is now in the Senate Committee on Appropriations. No hearing date set as of May 29. The National Air Transportation Association sent a letter of opposition to the authors on May 29 and has requested support in opposition from ACA, CAC, and SWAAAE.*

#### FAA Fuel Tax Revenue Policy

- The Department of Finance continues its position that the state is in compliance and the FAA continues to wait for the Department to provide additional information. The compliance deadline of December 17, 2017, has come and gone with no apparent movement by the state or the FAA. The status of the state compliance plan is listed on the FAA website as “Qualified,” which is defined by the FAA as “The FAA requires further clarification or adjustment to satisfy the policy requirements.” In a letter dated May 17, 2019, from the FAA to the Director of the California Department of Finance, the FAA stated that the State’s plan for compliance was nonresponsive and requested immediate action by the State. It was reported at the Association of California Airports conference September 11-13, 2019, that the FAA continues to consider the State nonresponsive. The Association of California Airports and the California Airports Council have collaborated on a joint letter, along with the California Pilots Association and the Aircraft Owners and Pilots Association, to the Associate Administrator of Airports of the Federal Aviation Administration, urging action on the State’s noncompliance. That letter was sent on January 14, 2020. *No new information.*

#### State Airports Funding:

- The CalTrans Division of Aeronautics reports that the 2019-20 FY airports funding is anticipated to be similar to recent years, at about \$6 million. They expect full funding of the general aviation airport annual credits, partial funding of AIP matching grant requests, and no funds for the Acquisition and Development Program. The Division recently announced that it is limiting AIP matching grants this fiscal year due to lack of funds.

- The current loan program fund balance is approximately \$29 million. It is reported that the Department of Finance is considering transferring \$2.5 million per year for four years from the loan fund to the Aeronautics Account.. *However, the Governor's May budget revision projects an approximately \$54 billion deficit due to the COVID-19 pandemic. The revision proposes a loan from the Small Airports Loan Fund to the General Fund of \$21 million. If this occurs there may be no funds to transfer to the Aeronautics Account. The proposal states that the loan is to be repaid but does not specify interest rate or schedule for repayment.*

#### California Aerospace and Aviation Days

- The 8<sup>th</sup> annual California Aerospace and Aviation Days was held February 24-26 at the Capitol.

#### Tax Initiative

- The California Tax on Commercial and Industrial Properties for Education and Local Government Funding Initiative has qualified to be on the ballot in November 2020 as a constitutional amendment. The initiative, if passed, would require commercial and industrial properties, except those zoned as commercial agriculture, to be taxed based on their market value, rather than their purchase price, and allocate revenue from the change to local governments and school districts. This may have as yet undisclosed impacts on privately owned public use airports.

John L. Pfeifer  
5/30/2020