

County of Santa Clara
Roads & Airports Department
Airport Operations



RA05 042903

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Assistant Director,
Airport Operations

DATE: April 29, 2003

TO: Board of Supervisors

FROM: *M. J. Murdter*
Michael Murdter
Director, Roads & Airports Department

SUBJECT: Federal Aviation Administration (FAA) Airport Improvement Program Grant Applications for the County Airports

RECOMMENDED ACTION

Consider recommendations relating to FAA Airport Improvement Program (AIP) grants for Palo Alto Airport, Reid–Hillview Airport and South County Airport.

Possible Actions:

- a. Authorize staff to submit an AIP grant application to the FAA in the amount of \$495,000 for reconstruction of the primary access road to Palo Alto Airport.

- b. Authorize staff to submit an AIP grant application to the FAA in the amount of \$750,000 for physical security improvements at Reid–Hillview Airport.

- c. Authorize staff to submit an AIP grant application to the FAA in the amount of \$1,300,000 for an Aircraft Noise and Flight Track Monitoring System for Reid–Hillview Airport.

- d. Approve the draft Request For Proposals (RFP) for the Aircraft Noise and Flight Track Monitoring System for Reid–Hillview Airport and authorize staff to issue the RFP following review and approval by County Counsel and acceptance of a grant offer from the FAA.

- e. Authorize staff to submit an AIP grant application to the FAA in the amount of \$680,000 for an Automated Weather Observation System and physical security improvements at South County Airport.

- f. Authorize staff to submit grant applications to the California Department of Transportation (Caltrans) for state matching funds upon receiving FAA AIP grant offers for any of the above applications.

- g. Authorize the Chairperson to accept grant offers from the FAA and Caltrans.

FISCAL IMPLICATIONS

There is no fiscal impact to the County General Fund. The total estimated project costs for all AIP grant applications is \$3,225,000 of which 90% (\$2,902,500) would be funded by FAA–AIP grants, 4.5% (\$145,125) by state matching funds and the remaining 5.5% (\$177,375) by local match from the Airport Enterprise Funds (AEF). The Department will bring forward an Appropriation Modification (F–85) for Board approval immediately following the Chair's acceptance of the grant(s).

CONTRACT HISTORY

None.

REASONS FOR RECOMMENDATION

The Aviation Investment and Reform Act for the 21st Century (AIR-21) included funding for the Airport Improvement Program (AIP). Airport staff has identified the following projects at the three County airports eligible for federal and state funding:

1. Airport access road renovation at Palo Alto Airport (\$495,000) – The primary airport access road has deteriorated and requires total reconstruction.

2. Airport security systems, fencing and gates at Reid–Hillview Airport (\$750,000) – Install new access control systems, security cameras, fencing and gating to improve physical security at Reid–Hillview Airport.

3. Aircraft Noise and Flight Track Monitoring System (ANFTMS) for Reid–Hillview Airport (\$1,300,000) – Provide and install a ANFTMS as recommended in the RHV Noise Compatibility Program (NCP). In order to expedite implementation of the ANFTMS, the Board directed staff to develop a Request For Proposals when it approved the NCP on October 29, 2002. The draft RFP is attached and the Department recommends the Board approve it and authorize the Department to issue it following review and approval by County Counsel and acceptance of a grant offer for the ANFTMS from the FAA. A related element of the NCP is establishing a Noise Manager position for the County airports, which the Department has included in its FY 2004 Recommended Budget. The Noise Manager position description is currently being developed and recruitment will commence once the FY 2004 budget has been approved and a grant for the ANFTMS has been offered and accepted. Since a large part of the Noise Manager's duties will involve operation of the ANFTMS, it will be important for him or her to be on board during its installation and testing.

4. Airport security systems, fencing and gates at South County Airport (\$555,000) – Install new access control systems, security cameras, fencing and gating to improve physical security at South County Airport.

5. Automated Weather Observation System (AWOS) at South County Airport (\$125,000) – Install an AWOS to provide real–time airport weather data to pilots flying to/from South County Airport, which is a non–control tower airport. This application was not approved in last year's AIP grant request and is being resubmitted.

Acceptance of the grant offers will obligate the County to accomplish the described projects and adhere to the terms, conditions and assurances contained in the grant agreement for a period not to exceed 20 years. Should the County fail to comply, a pro-rata return of grant monies may be required. Attachment 1, Paragraph C lists 37 grant assurances, which cover a wide variety of subject matter including Operation & Maintenance (No. 19), Compatible Land Use (No. 21), Economic Nondiscrimination (No. 22), Exclusive Rights (No. 23), Fee and Rental Structure (No. 24), Airport Revenues (No. 25), Airport Layout Plan (No. 29) and Disposal of Land (No. 31).

The County last accepted AIP grant funding for Palo Alto Airport in September 2000, and for both Reid–Hillview and South County in September 2002. The related grant assurances expire in September 2020 and September 2022 respectively. Therefore, the recommended grant applications, if approved by the FAA, would extend the County's obligations for all three airports until 2023.

CONSEQUENCES OF NEGATIVE ACTION

The County will not apply for FAA –AIP grant funds or state matching funds. The various airport safety, security, noise compatibility program and infrastructure improvement projects will not be accomplished.

STEPS FOLLOWING APPROVAL

1. Upon receiving FAA and State grant offers, Execute (as described) the original and three copies for each FAA Grant Offer and each State Grant Offer.

The grant offers consist of two parts:

Part One: "IN THE WITNESS WHEREOF"

Part Two: "ACCEPTANCE"

The FAA and State requires the ACCEPTANCE to be first signed by the Board Chair and attested by the Clerk of the Board. The "Certificate of Sponsor's Attorney" shall then be executed with the same (or later) date of the execution.

2. Upon completion of step one above, return to Lupe Rosales, 101 Skyport Drive, San Jose, CA 95110

The original and two (2) copies showing full execution, attestation and seal impression for both the FAA and State Grant Offers, which will be forwarded to the FAA and the State.

ATTACHMENTS

- Attachment 1 – Grant Assurances (Miscellaneous)
- Draft RFP Aircraft Noise & Flight Track (Miscellaneous)