

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

360
A



FROM: TLMA - Airport Land Use Commission

SUBMITTAL DATE:
June 20, 2011

SUBJECT: Resolution No. 2011-193 authorizing an application for an Acquisition and Development Grant from the California Department of Transportation to provide funding for the development of a new Airport Land Use Compatibility Plan for Hemet-Ryan Airport, and certifying the availability of the County's share of matching funds.

RECOMMENDED MOTION: That the Board of Supervisors:

1. Adopt Resolution No. 2011-193 authorizing an application for an Acquisition and Development Grant from the California Department of Transportation to provide funding for the development of an Airport Land Use Compatibility Plan for Hemet-

(Continued on next page)

George A. Johnson, Director
Transportation and Land Management Agency

GAJ:ECC:JG

FINANCIAL DATA	Current F.Y. Total Cost:	\$ 65,000	In Current Year Budget:	No.
	Current F.Y. Net County Cost:	\$ 6,500	Budget Adjustment:	Establish new fund.
	Annual Net County Cost:	\$ 6,500	For Fiscal Year:	2011-12

SOURCE OF FUNDS: In-kind labor cost included in ALUC's FY2011-12 budget	Positions To Be Deleted Per A-30	<input type="checkbox"/>
	Requires 4/5 Vote	<input type="checkbox"/>

C.E.O. RECOMMENDATION:

APPROVE

BY:
Tina Grande

County Executive Office Signature

FORM APPROVED COUNTY COUNSEL
BY: T.M.K.A. BEAUFORD T. MILLER, JR. DATE: 6/29/11

Departmental Concurrence

Dept't Recomm.: Consent Policy
Per Exec. Ofc.: Consent Policy

Prev. Agn. Ref. | **District:** | **Agenda Number:**

3.41

The Honorable Board of Supervisors

RE: Resolution No. 2011-193 authorizing an application for an Acquisition and Development Grant from the California Department of Transportation to provide funding for the development of a new Airport Land Use Compatibility Plan for Hemet-Ryan Airport, and certifying the availability of the County's share of matching funds.

June 20, 2011

Page 2 of 3

Ryan Airport, and certifying the availability of the County's share of matching funds;

2. Authorize the Airport Land Use Commission Director to sign any documents and administer all actions required to apply for and accept these subject funds on behalf of the County of Riverside; and
3. Direct the Auditor-Controller, in coordination with the Riverside County Transportation and Land Management Agency, to establish a special aviation fund for the proposed project, in accordance with Section 21684.(a) of the California Public Utilities Code.

BACKGROUND:

The Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP) was adopted in 1992 and is now the second-oldest Airport Land Use Compatibility Plan in use in Riverside County. New Airport Land Use Compatibility Plans were prepared in the first half of the last decade for most County airports. However, adoption of a new Compatibility Plan for Hemet-Ryan Airport was delayed because a new Master Plan for the airport itself was being prepared, and there were many unanswered questions regarding the runway extension location, the fate of the glider runway, and effects on neighboring property owners. As a result, the HRACALUP was never updated to reflect the guidelines incorporated in the 2002 State of California Airport Land Use Planning Handbook.

The Riverside County Economic Development Agency has been working with the City of Hemet, the California Department of Forestry and Fire Protection, state and federal officials, and airport users over the past several years and is now ready to move forward with a new Master Plan for Hemet-Ryan Airport. At the same time, the development of a new Airport Land Use Compatibility Plan (including the necessary environmental clearance for its adoption) for Hemet-Ryan Airport has reached top priority status with the State of California Department of Transportation, Division of Aeronautics, and the project is included in the California Aviation System Plan Capital Improvement Plan 2010-2019. The 2010 Aeronautics Program provides for an allocation of up to \$117,000 for this Compatibility Plan in FY2011-12.

There is a fiscal requirement that the County of Riverside contribute 10 percent of the total cost of the project (\$130,000) – that is, a \$13,000 Grant match. The State Division of Aeronautics has confirmed that this contribution may be in the form of "in-kind" costs, i.e., staff time. This salary cost is already included as part of ALUC's FY2011-12 budget; therefore, no additional allocation is required in order to commit to the 10 percent match and accept the grant.

It is anticipated that the process of preparing the new Airport Land Use Compatibility Plan and associated environmental documentation will extend into FY2012-13, and so the financial data on page one reflect an anticipated two-year work program from initial Plan formulation by the selected consultant through the environmental review process to completion of ALUC public hearings. Thus, the \$13,000 Grant match would extend over two fiscal years at a cost of \$6,500 per year, with no annual net County costs anticipated after FY2012-13.

The Honorable Board of Supervisors

RE: Resolution No. 2011-193 authorizing an application for an Acquisition and Development Grant from the California Department of Transportation to provide funding for the development of a new Airport Land Use Compatibility Plan for Hemet-Ryan Airport, and certifying the availability of the County's share of matching funds.

June 20, 2011

Page 3 of 3

Pursuant to the California Public Utilities Code, the County must establish a special aviation fund prior to receipt of any payments from the State through the grant. The fund shall be administered through "an accounting system that adequately accumulates and segregates expenditures and receipt of funds." (California Code of Regulations, Section 4056(b)) TLMA will work with the Office of Auditor-Controller to assure that this fund is properly established. Prior to receipt of payments, the County must transfer its matching share to the special aviation fund. (This would be a transfer from ALUC's FY2011-12 budget, but would not occur until after the State has allocated the funds and all parties have executed the Grant Agreement.)

2 **RESOLUTION NO. 2011-193**

3 **AUTHORIZING THE SUBMITTAL OF AN APPLICATION, ACCEPTANCE OF AN**
4 **ALLOCATION OF FUNDS, AND EXECUTION OF A GRANT AGREEMENT WITH THE**
5 **CALIFORNIA DEPARTMENT OF TRANSPORTATION, FOR AN ACQUISITION &**
6 **DEVELOPMENT GRANT AND CERTIFYING THE AVAILABILITY OF THE COUNTY'S**
7 **SHARE OF MATCHING FUNDS**

8 **WHEREAS**, the California Transportation Commission has adopted the FY2011-12 Aeronautics
9 Program for airport improvement projects, including the preparation of an Airport Land Use
10 Compatibility Plan for Hemet-Ryan Airport within its proposed program; and,

11 **WHEREAS**, the California Department of Transportation, pursuant to the Public Utilities Code
12 and California Aid to Airports Program (CAAP) regulations, requires local government approval
13 authorizing the application and certifying the availability of 10% matching funds, a sum from other than
14 state or federal sources; and,

15 **WHEREAS**, said matching funds may be in the form of allocation of staff time to said project;
16 and,

17 **WHEREAS**, the County of Riverside is submitting an application for the preparation of an
18 Airport Land Use Compatibility Plan for Hemet-Ryan Airport, which is included in the FY2011-12
19 Aeronautics Program, with consequential benefits to the Hemet-Ryan Airport and to the persons who live
20 and work in the surrounding area; now, therefore,

21 **BE IT RESOLVED** that the Board of Supervisors of the County of Riverside, State of California,
22 in regular session assembled on July 12, 2011:

- 23
- 24 1. Authorizes filing the application for the project in the FY2011-12 Aeronautics Program;
 - 25 2. Authorizes accepting the allocation of funds for the project at Hemet-Ryan Airport;
 - 26 3. Certifies the availability of the County's ten percent (10%) matching funds;
 - 27 4. Authorizes execution of the Grant Agreement; and:
- 28

1 5. Authorizes the establishment of a special aviation fund for this project pursuant to Section
2 21684.(a) of the California Public Utilities Code.

3 **BE IT FURTHER RESOLVED** that the Board of Supervisors of the County of Riverside does
4 hereby authorize the Director of the Riverside County Airport Land Use Commission to sign any
5 documents required to apply for and accept these subject funds on behalf of the County of Riverside.
6

7
8
9
10
11
12
13
14
15
16
17
18
19 FORM APPROVED COUNTY COUNSEL

20 BY B.T.M. Jr 6/29/11
21 BEAUFORD T. MILLER, JR DATE

2010 AERONAUTICS PROGRAM

Reference No.: 4.11
June 30-July 1, 2010
Attachment

FY 2010-11 AIRPORT

COUNTY	PROJECT DESCRIPTION	PRIORITY RANK	TOTAL COST	STATE COST 90% ROUNDED
Los Angeles	Brackett Field Airport (NPIAS)	1	\$107,120	\$97,000
Colusa	Colusa County Airport (NPIAS)	1	\$50,000	\$45,000
Los Angeles	El Monte Airport (NPIAS)	1	\$120,000	\$108,000
San Mateo	Half Moon Bay (NPIAS)	1	\$150,000	\$135,000
Lake	Lampson Field Airport (NPIAS)	1	\$165,000	\$149,000
El Dorado	Placerville (NPIAS)	1	\$250,000	\$225,000
Plumas	Quincy-Gansner Field Airport (NPIAS)	1	\$120,000	\$108,000
Santa Barbara	Santa Barbara (NPIAS)	1	\$100,000	\$90,000
Borrego Valley	Borrego Valley Airport (NPIAS)	4	\$200,000	\$180,000
Placer	Blue Canyon Airport (Non-NPIAS)	7	\$10,000	\$9,000
Lassen	Ravendale Airport (Non-NPIAS)	8	\$390,000	\$351,000
Humboldt	Shelter Cove Airport (NPIAS)	8	\$443,000	\$399,000
Lassen	Souhard Field Airport (Non-NPIAS)	8	\$158,000	\$142,000
Lassen	Spaulding Airport (Non-NPIAS)	8	\$435,000	\$392,000
Lassen	Herlong Airport (Non-NPIAS)	10	\$45,000	\$41,000
Lassen	Ravendale Airport (Non-NPIAS)	10	\$45,000	\$41,000
Total			\$2,512,000	

FY 2011-12 AIRPORT

COUNTY	PROJECT DESCRIPTION	PRIORITY RANK	TOTAL COST	STATE COST 90% ROUNDED
Riverside	Hemet-Ryan Airport (NPIAS)	1	\$130,000	\$117,000
Solano	Nut Tree Airport (NPIAS)	1	\$180,000	\$162,000
San Mateo	San Carlos (NPIAS)	1	\$150,000	\$135,000
Del Norte	Ward Field Airport (Non-NPIAS)	1	\$125,000	\$113,000
Modoc	Alturas Municipal Airport (NPIAS)	4	\$295,000	\$266,000
Modoc	Adin Airport (Non-NPIAS)	7	\$80,000	\$72,000
Riverside	Chiraco Summit Airport (Non-NPIAS)	7	\$60,000	\$54,000
Kern	Elk Hills-Buttonwillow Airport (Non-NPIAS)	7	\$25,000	\$23,000
Kern	Poso-Kern Airport (Non-NPIAS)	7	\$25,000	\$23,000
Del Norte	Andy McBeth Airport (Non-NPIAS)	8	\$100,000	\$90,000
Lassen	Herfong Airport (Non-NPIAS)	8	\$85,000	\$77,000
Kern	Poso-Kern County Airport (Non-NPIAS)	8	\$75,000	\$68,000
Lassen	Ravendale Airport (Non-NPIAS)	8	\$110,000	\$99,000
Kern	Taft Airport (NPIAS)	8	\$275,000	\$248,000
Kern	Elk Hills-Buttonwillow Airport (Non-NPIAS)	13	\$200,000	\$180,000
Modoc	Fort Bidwell Airport (Non-NPIAS)	13	\$32,000	\$29,000
Kern	Elk Hills-Buttonwillow Airport (Non-NPIAS)	15	\$150,000	\$135,000
Total			\$1,891,000	

2010 AERONAUTICS PROGRAM

Reference No.: 4.11
 June 30-July 1, 2010
 Attachment

**FY 2012-13
 AIRPORT**

<u>AIRPORT</u>	<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>Priority Rank</u>	<u>TOTAL COST</u>	<u>STATE COST</u>	<u>90% ROUNDED</u>
Auburn Municipal Airport (NPIAS)	Placer	ALUCP-Airport Land Use Compatibility Plan Update	1	\$225,000		\$203,000
Chico Municipal (NPIAS)	Butte	ALUCP-Airport Land Use Compatibility Plan Update	1	\$110,000		\$99,000
Taft Airport (NPIAS)	Kern	ALUCP-Airport Land Use Compatibility Plan Update	1	\$245,000		\$221,000
Adin Airport (Non-NPIAS)	Modoc	Overlay Runway, Taxiway, Apron and Restripe Pavement	8	\$550,000		\$495,000
Ruth Airport (NPIAS)	Trinity	Runway Overlay and Restripe Pavement	8	\$100,000		\$90,000
Southard Field Airport (Non-NPIAS)	Lassen	Crack Seal and Restripe Runway and Taxiway	8	\$50,000		\$45,000
Trinity Center/James E. Swett Airport (NPIAS)	Trinity	Slurry Seal Apron, Taxiway Area and Restripe Pavement	15	\$95,000		\$86,000
Montague-Yreka, Rohrer Field (Non-NPIAS)	Siskiyou	Install Precision Approach Path Indicator (PAPI) on Runway 14	17	\$75,000		\$68,000
Wasco-Kern Airport (NPIAS)	Kern	Install Precision Approach Path Indicator (PAPI)	17	\$45,000		\$41,000
				Total		\$1,348,000

Total Aeronautics Program 3 Years \$5,751,000

2010 AERONAUTICS PROGRAM

CIP Priority Ranking Matrix

Category	Description	Rank
Safety	Airport Land Use Compatibility Plan (ALUCP); Obstruction Mitigation/Abatement (Removal, trim, land acquisition, aviation easements for height restrictions)	1
	Obstruction Lighting (new)	2
	Runway Safety Area/Runway Protection Zone Land Acquisition	3
	Runway or Taxiway Lighting (repair or replace)	4
	Rotating Beacon (repair or replace)	5
	New Pavement for Runway turnaround (no parallel Taxiway)	6
	Landing Aids (e.g. Marking, Segmented Circle, VASI, AWOS, ASOS) (repair or replace)	7
Capacity	Seal/Overlay/Rehab Existing Runway	8
	Runway Pavement (new) or Seal/Overlay/Rehab Existing Taxiway	9
	Runway Lighting or Rotating Beacon (new)	10
	Airport Layout Plan (new or update)	11
	Automated Weather Reporting Equipment (new)	12
	Taxiway Pavement (new) or Seal/Overlay/Rehabilitate Existing Apron	15
	Apron Pavement (new) or Service Roads	16
	Landing Aids (new)	17
	Utilities (drainage, water, sewage); Environmental Mitigation; Blast Wall; Fire Protection Systems; Radio Communication Equipment; Bond Servicing	18
	Land Acquisition for Airside Usage; Taxiway Lighting (new); Master Plan	19
	Noise Monitoring Equipment (new)	20
	Security Fence (new)	13
Apron Lighting (new)	14	
Security		

Notes:

- 1.) Projects in the 2010 Aeronautics Program are considered acquisition and development (A&D) projects. They are state funded at 90% of the total project cost, with a 10% local match.
- 2.) NPIAS (National Plan of Integrated Airport System) identifies airports that are significant to air transportation and eligible to receive grants under Federal Aviation Administration (FAA) for airport improvement program (AIP).
- 3.) On June 25, 2008, the Commission passed a resolution for the 2008 Aeronautics Program set asides. The new set aside ratio for A&D programmed projects are: 30% for Airport Land Use Compatibility Plans (ALUCP), 30% for Non-Npias and 40% for Npias (National Plan of Integrated Airport System) airports, per year.
- 4.) Attempted to program the new projects using the prescribed set-asides and up to \$1 Million per fiscal year; however, the project amounts and descriptions can vary.
- 4.) This current Capital Improvement Plan (CIP) ranking was adopted by the Commission for the 2007 CIP and this priority ranking has been used for several programs. No Safety Projects were overlooked due to ALUCP projects or any other projects.
- 5.) G-12 Rules: If the project is less than \$120,000 at the time of Commission's allocation, the funds allocated for project can be adjusted not to exceed 110 percent. If the project ranges from \$120,000 to \$500,000 at the time of allocation, the funds can be adjusted not to exceed the Commission's allocation by more than \$ 150,000.
- 6.) Newly programmed Acquisition and Development Grant (A&D) minimum amount is \$20,000 and the maximum amount is \$500,000 per airport per year.
- 7.) Due to suspension of the Division's grant programs in the State budget signed on July 28, 2009, 19 previously programmed projects were not allocated. The 2010 Aeronautics Program is currently proposed at \$5.7 million for a total of 42 projects, including 23 new and 19 re-programmed airport projects. If the airport sponsor cannot document timely use of funds within the project's programmed year, the project will lapse and be withdrawn from the program.