



A Tradition of Stewardship
A Commitment to Service

Agenda Date: 10/24/2017

Agenda Placement: 6L

NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

TO: Board of Supervisors

FROM: Juan Arias for Steven Lederer - Director of Public Works
Airport

REPORT BY: Kathy Wagenknecht, Staff Services Analyst II - 259-8683

SUBJECT: Non-Federal Reimbursable Agreement with the Federal Aviation Administration

RECOMMENDATION

Director of Public Works requests the following actions related to the Runway 18R/36L and Runway 6/24 Rehabilitation Project:

1. Approval of and authorization for the Chair to sign an agreement with the Federal Aviation Administration (FAA) in the amount of \$35,323 for the term October 24, 2017 and will terminate once final payment is made to the FAA, not extending beyond five years of its effective date, for FAA Site Survey and Preliminary engineering work associated with Runway 18R/36L and Runway 6/24 Rehabilitation Projects;
2. Approval and authorization for airport staff to submit an Airport Improvement Program Grant Application to the FAA seeking reimbursement for the work contemplated in the subject agreement and its anticipated amendments; and
3. Approval of Budget Transfer No. AIR002 for the following (4/5 vote required):
 - a. Increase appropriations by \$35,323 in the Airport Operations budget (Subdivision 5010000) offset by the use of Airport Operations available fund balance; and
 - b. Increase revenue and appropriations by \$35,323 in the RWY 18R Rehab RA project (Program 18014) offset by the transfer from the Airport Operations budget.

EXECUTIVE SUMMARY

This Non-Federal Reimbursable Agreement with the Federal Aviation Administration (FAA) will enable the FAA to perform preliminary engineering activities in support of the Napa County Airport Runway 18R/36L and Runway 6/24 rehabilitation project. The agreement enables funding for the FAA to establish these services. Although it is necessary for the airport to make an advance payment to the FAA for this project, the final costs are expected to be reimbursed through an FAA AIP grant, similar to, but separate from any existing grants the airport has already received. Once the FAA has completed the initial engineering, staff will return to the Board with up to three contract

amendments and budget transfers for up to an additional \$165,000 in order to complete all work necessary to facilitate the temporary and permanent changes to navigational aides tied to the affected runways.

FISCAL IMPACT

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	No
What is the revenue source?	The scope and budget for the engineering project has been prepared and approved at the staff level by the Federal Aviation Administration (FAA) and has been deemed necessary by the FAA prior to commencement of the main runway (18R/36L) construction project. Until reimbursement has been received from the FAA by way of a future AIP grant, it will be necessary for the Airport to use funds from the Airport Fund Balance to cover the project amount of \$35,323.
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	This project is required by the Federal Aviation Administration and the Airport's contribution of \$35,323 will allow for a site survey and review of the project design with respect to impacted FAA owned and/or maintained facilities, equipment, and infrastructure, due to the Runway 18R/36L and Runway 6/24 rehabilitation project.
Is the general fund affected?	No
Future fiscal impact:	The completion of the FAA engineering project will allow the main construction project plans to move forward. The Runway18R/36L construction grant is planned to be awarded in early summer 2018.
Consequences if not approved:	The runway has not been renovated since its original construction in the 1940's. Without rehabilitation the runway will continue to deteriorate resulting in continued ongoing maintenance and safety concerns due to areas of spalling concrete. Airport staff has worked very hard to position themselves with the FAA to receive an AIP construction grant (nearly \$15M) around June of 2018. Without this Reimbursable Agreement in place the construction grant cannot be issued.
Additional Information:	

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

The Napa County Airport Runway 18R/36L was built by the War Department as part of the war effort and has been in service since the early 1940's without major renovation. Runway 18R/36L is the airport's longest runway and

because of its age and its role as the airport's primary runway, as well as the increasingly heavier aircraft that land at the airport, it is important that 18R/36L receive rehabilitation.

After completing the environmental review for the rehabilitation project, the next work product required by the Federal Aviation Administration (FAA) was the runway rehabilitation design, and the Board of Supervisors approved Agreement No. 170402 with Mead & Hunt to initiate the runway design work on August 16, 2016.

The FAA has also required that in order for the Airport to receive a construction grant next summer (2018), the airport must first obtain preliminary engineering support to include performance of the project design (drawings, plans, specifications), with respect to impacted FAA owned and/or maintained facilities, equipment, and infrastructure. The FAA has prepared a Non-Federal Reimbursable Agreement whereby the Airport will prepay the entire cost of the agreement. It is anticipated that an AIP grant application will be made and approved by the FAA that would result in a typical reimbursement of 90% federal and 4.5% state, and the airport would be responsible for the remaining 5.5%.

Although today's action will appropriate funds of \$35,323 for the Napa County Airport Site Survey and Preliminary Engineering, staff will return to the Board in the near future for approval of amendments to the agreement. The upcoming amendments will enable the FAA to continue with other activities such as construction oversight and flight checks in support of the Runway 18R/36L and Runway 6/24 rehabilitation project.

SUPPORTING DOCUMENTS

None

CEO Recommendation: Approve

Reviewed By: Helene Franchi