



**County of Santa Barbara
General Services Department**



**Santa Ynez Valley Airport Review
November 2016**

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Executive Summary

The Santa Ynez Valley Airport Review has been completed pursuant to a request from the Board of Supervisors during a hearing on May 20, 2014. The Board asked for a report on the physical maintenance of the Santa Ynez Valley Airport (Airport), facility improvement plans including Federal Aviation Administration (FAA) grants, overall budget and administration, and any recommendations for improvements.

The Airport is a 124-acre general aviation airport located mid-County. It has played a vital role in supporting air operations for the County of Santa Barbara's Fire Department and Sheriff Aviation Unit as well as staging United States Fire Service (USFS) wildfire operations. The Santa Ynez Airport Authority (Authority), a non-profit public benefit corporation, has managed the Airport since 1993 when it took control from the County pursuant to a Master Management Agreement and Lease for Santa Ynez Airport (Agreement) which is effective for 50 years. The Agreement allows either the County or the Authority to terminate the Agreement for cause, without cause, or on the happening of any of the specific events included in the Agreement.

The review of the Airport and its management shows that the Airport is financially stable, and has healthy reserves and steady revenue sources. Insurance is adequate and current. The Authority's Board of Directors' meetings appear to be conducted in a professional manner. The Authority's relationship with the County General Services Department is strong and amicable.

The Board of Supervisors approved the current Airport Layout Plan (ALP) and its consistency with the Conditional Use Permit (CUP) in 2012. The FAA subsequently approved the ALP in 2013. The ALP serves as the blueprint for the development of the Airport. ALPs remain current for a five-year period or until major changes are made or are planned to be made at the airport.

The planning process for the FAA and the California Department of Transportation (Caltrans) grants is a cooperative effort between the County and the Authority. Led by the Authority's airport consultant, the grants have brought in significant funding resulting in a well-maintained airport. A complete maintenance plan is in place for the next five years, and the FAA Airport Capital Improvement Plan (ACIP) and Caltrans Airport CIP are aligned during this span. Over the past fourteen years, the grants have brought in over \$7 million of funding.

The report identifies several recommendations for the Authority's consideration. It is recommended the Authority review the components of the Brown Act to ensure compliance. A compliance issue with the Brown Act was raised in late 2014. Since that time, to address timely notification of public meetings, the Authority has implemented more frequent website updates. On July 1, 2016, the FAA announced a change in policy for airports that accept federal grants, or are under other federal obligations to allow storage of non-aeronautical items in airport facilities designated for aeronautical use. It is recommended the Authority familiarize themselves with

the new policy and be prepared to follow the rules and regulations as written to ensure compliance. To adhere to the policy, the Authority may need to develop a plan to conduct inspections of all hangars, privately-owned and County-owned, to ensure compliance with all FAA policies. The County and Authority should collectively review the Santa Barbara County Code Chapter 4 – Airports (Ordinance 3310) and make recommendations to the Board of Supervisors for potential updates. The Ordinance has not been updated since the Authority took over management of the Airport.

The Airport is an example of a successful public-private partnership. The County and the Authority have worked cooperatively and have been very effective in securing grant funding to keep the Airport well-maintained.

History

The Santa Ynez Airport is a general aviation airport owned by the County and managed by the Authority since 1993. It is located on 124 acres approximately one mile southeast of Santa Ynez and four miles east of the City of Solvang. The Airport is in the Third Supervisorial District. The Airport's mid-County location has met the needs for general aviation purposes and has played a vital role in supporting the Fire Department's and Sheriff Department's air operations, including the Sheriff's Search and Rescue Team. Also, the Airport has played a key role in staging USFS emergency operations for numerous wildfires.

The Airport was purchased by the County in 1947 and managed by the County until 1993 when the Authority was created and assumed management responsibilities on June 1, 1993, after signing the Master Management Agreement and Lease between the County and the Authority. The Authority is a non-profit public benefit corporation, 501(c)(3), comprised of a nine-person Board of Directors that meets the first Thursday of every month and has over 200 members.

Master Management Agreement and Lease for Santa Ynez Airport

The Master Management Agreement and Lease for Santa Ynez Airport (Agreement) were approved by the Board of Supervisors in March 1993 and became effective June 1, 1993, with a termination date of June 30, 2043. The First Amendment, signed August 27, 1996, incorporated changes recommended by the FAA and Caltrans. The Second Amendment, signed June 16, 1998, replaced Section 12 of the Agreement in its entirety and changed the requirement of a Master Plan with the preparation of an Airport Layout/Land Use Plan (ALP) and ALP Narrative. The Third Amendment, signed January 3, 2006, was the result of the FAA determining the Airport was not receiving fair market value for land occupied by the County; the Amendment and the FAA Audit Settlement Agreement resolved the issue.

Either the County or the Authority may terminate the Agreement for cause if the other party fails to cure a breach or default within 30 days of written notice of the breach or default. The County

Board of Supervisors or the Authority’s Board of Directors may by resolution terminate the Agreement without cause, in which case the termination becomes effective one year from the date of the resolution. Either the County or the Authority may terminate the Agreement on the happening of certain events outlined in the Agreement.

➤ Recommendation

- When any future Amendments to the Agreement are proposed, the Director of General Services will evaluate and determine if entire Agreement should be reviewed and updated.

Financial Stability

The Airport is financially stable as evidenced by their audited financial statements performed by an independent Certified Public Accountant (CPA) firm, IRS Form 990, and healthy reserves. The audited financial statements are submitted annually to General Services.

Financial Status				
Year	Revenues	Expenses	Total Assets	Total Liabilities
2014	\$ 417,355	\$ 370,478	\$ 1,786,718	\$ 490,858
2015	\$ 473,533	\$ 367,831	\$ 1,875,994	\$ 468,696

A County CPA reviewed their IRS Form 990 for 2012 and 2013 and their audited financial statements. As a 501(c)(3), the Authority is exempt from federal income tax but is required to register and file annual financial disclosure reports with the California Registry of Charitable Trusts (Registry). Reporting and paying the Registration Renewal Fee to the Registry is required and must be submitted annually by November 15. In the past, some renewals were not completed or were submitted late.

Revenue is primarily generated by:

- Airplane fuel sales
- Hangar leases
- Land leases
- Tie downs
- United States Forestry Service (USFS) building lease

Despite the economic downturn that followed the 2007-2008 financial crisis and its adverse impact on general aviation, the Airport has remained financially stable.

➤ Recommendation

- The Authority should ensure timely submission of documents to the Registry of Charitable Trusts.

Insurance and Disaster Cost Recovery

The County purchases property insurance on behalf of the Airport, and the Airport reimburses the County for the cost of the insurance. All County-owned buildings included in the Agreement are covered; flood and earthquake insurance is included. The County is responsible for the payment of all deductibles. Additional insurance requirements for County-owned hangars are included in the Aircraft Storage License Agreement. Pursuant to the Land Leases for Privately-Owned Aircraft Hangars (ground leases), the Authority, as Lessor, requires the Lessee to indemnify and hold harmless the Authority and to purchase liability insurance (\$1,000,000), naming the Authority as an additional insured.

Also, the Airport purchases Airport Premises Liability from the California Airport Liability Insurance Program (CALIP). The Airport meets all of the required insurance as stated in the Agreement.

In the event of a declared disaster, the County would submit a claim to the Federal Emergency Management Agency (FEMA).

General Members and Board of Directors

According to Authority Bylaws, general members must reside within the Santa Ynez Valley Union High School District, submit an application, and have it approved by the Board of Directors. There are two designations for members: "Users" and "Non-Users". A User is a tenant or occupant of land or a building at the Airport, a person who has a real property interest in the Airport or has been granted contract rights to use the Airport. The term also applies to someone who owns, leases, or flies regularly one or more aircraft stored or hangared at the Airport. The term User also extends to an agent, associate, employee, parent, spouse, or child of a User as described above. A Non-User is anyone who does not qualify as a User. Membership is composed of 40% Users and 60% Non-Users. There is an annual member meeting held in October.

The Board of Directors (Board) is subject to California Nonprofit Public Benefit Corporation Law. According to Authority Bylaws, no more than four of the nine member Board shall be Users. The Bylaws address the processes for elections, terms, resignations, and removals. There are various Board committees. The officers (President, Vice-President, Secretary, and Treasurer) are elected after the annual member meeting. The Board meets on the 1st Thursday of each month.

Compliance with Brown Act

The Authority is subject to the Brown Act under Gov. Code Sec. 54952(c). At a November 7, 2013 Board meeting, an individual representing a commercial aviation company presented a letter stating the Board had not acted in compliance with the Brown Act at their September 5, 2013 meeting. The Board had discussed moving forward with the G-9 maintenance hangar lease for the Sheriff Aviation Unit in a closed session meeting rather than an open meeting as required by

the Brown Act. Subsequently, a special meeting was scheduled for November 18, 2013 to discuss the company's alternate proposal for G-9. At that meeting and after the company's presentation, the decision was made to move forward with the Sheriff's proposal. In December, a complaint was made to the Santa Barbara County District Attorney's Office.

For regular meetings, under Gov. Code Sec. 54954.2, the legislative body of a local agency is required to post an agenda 72 hours before the meeting. The local agency must post the agenda in a public place and on its website, if it has one. The Authority has been remiss about posting the agenda on their website. An Authority member reported that the November 2015 agenda was not posted in a timely manner; this was also observed several times during the development of this report.

The weakness causing the late postings was identified and website changes are being made to allow more flexible maintenance and content posting.

➤ Recommendations

- General Services recommends that the Authority Board of Directors receive Brown Act training.
- Ensure Board agendas are posted on the website 72 hours in advance of the Board meetings.

Relationship with County

In discussions with the Airport Director, it was noted that the current relationship with the County is strong and amicable. The Airport Director said the County has been more responsive and cited a recent issue with the USFS building's roof as an example of the County's responsiveness. To continue this positive relationship, the General Services (GS) Director has requested a minimum of two meetings occur annually.

There is a very good working relationship with the Airport Director, GS Capital Projects Manager, Airport consultant, and engineering firm in the preparation and execution of the airport capital improvement plans.

➤ Recommendations:

- Schedule two meetings annually with the GS Director and Airport Director.
- The GS Director or designee will be the single point of contact in GS to act as a liaison for non-capital project needs such as maintenance and items in Agreement (notifications of membership refusals, complaints about services and charges, agendas, and audited financial statements) to improve communication and ensure follow-up to identified problems.

Airport Layout Plan (ALP), and Conditional Use Permit (CUP)

For a project to be considered for FAA funding, it must be depicted on a current FAA approved Airport Layout Plan (ALP). An ALP is a scaled drawing of existing and proposed airport facilities; it serves as a blueprint for the development of the Airport (Exhibit A). ALPs remain current for a five-year period or until major changes are made or are planned to be made at the airport. The most current ALP was approved by the FAA in August 2013. Section 12 of the Master Management Agreement and Lease stipulates that the draft ALP is submitted to General Services, Planning and Development (P&D), Santa Barbara Association of Government (SBCAG), the FAA, and Caltrans.

In September 2010, a Conditional Use Permit (CUP) application was submitted to P&D to allow for existing buildings, facilities, paved areas, and improved surfaces as a baseline for planning purposes, and included the proposal to permit limited additional development. In August 2012, an updated ALP was submitted to P&D to determine that the ALP was in conformance with the County's Comprehensive Plan. The Airport's CUP and ALP are separate documents designed for specific purposes but are identical in scope regarding existing and proposed infrastructure and buildings. Of note, the final ALP and CUP allowed for the expansion of T-hangars on the three existing rows (a proposed new row was removed), one box hangar (scaled back from fifteen) to be located at the west end of the Airport, and additional small projects.

On September 12, 2012, the Planning Commission approved the CUP, determined that the ALP was in conformity with the Comprehensive Plan, and adopted the Mitigated Negative Declaration. The Authority must obtain a Land Use Permit within five years following the effective date of the CUP. If that is not done or if an application for an extension is not submitted, the CUP will be considered void.

The Board of Supervisors approved the ALP and its consistency with the CUP on September 18, 2012. The ALP was submitted to the FAA for final review and was approved in August 2013.

➤ Recommendations:

- Ensure the Airport is on track to obtain the Land Use Permit by September 2017.

FAA and Caltrans Airport Improvement Program (AIP) Grants, FAA Airport Capital Improvement Plan (ACIP) and Caltrans Airport Capital Improvement Plan (CIP)

The FAA Airport Improvement Program (AIP) and the Caltrans AIP provide grants to public-use airports for planning and development purposes. The County, as the owner of the Airport and therefore the Sponsor, may apply for and receive federal and state grants on an annual basis.

The FAA requires an Airport Capital Improvement Plan (ACIP) to be updated annually and spans five years. The Caltrans Division of Aeronautics requires an Airport CIP to be updated annually and spans ten years. The County, as the owner of the Airport, is considered the FAA Sponsor. The

Authority and the County have aligned the FAA ACIP with the first five years of the Caltrans CIP. Funding is available for “design only” projects and construction projects. Typically the FAA provides 90% of the funding; Caltrans provides 5% of the FAA amount which equates to about 4.5% of the total project costs totaling 94.5%, and the Airport provides the remainder which is usually about 5.5%. Funding from the FAA and Caltrans is critical to maintaining the Airport. A restricted revenue fund called the Special Aviation Fund is managed by the County and is currently used for the Authority’s AIP grant matches. The Authority is responsible for covering all AIP project costs that are not covered by the grants. In FY 2004-05 and FY 2005-06, the State Underground Storage Tank (UST) Cleanup Fund provided remediation funds that were moved into the restricted revenue fund.

The Airport Director, GS Capital Projects Manager, engineering firm, and airport consultant work cooperatively to develop the FAA and Caltrans capital improvement plans. The annual FAA review typically takes place in early December. The projects identified in the ACIP are included in the County’s Capital Improvement Plan.

As a direct result of grant funding from the FAA and Caltrans, the Airport is in excellent condition at no cost to the County general fund. For example, every existing asphalt has been reconstructed or overlaid through previous grants. Considerable rehabilitation projects have been completed since the Authority took control and a comprehensive project plan is in place for the next five years.

The County and the Authority have secured millions of dollars in grant funding over the years. Exhibit B provides an estimate of the funding that has been received since the Authority took control of the Airport, beginning with ACIP04.

Exhibit C provides a list of the proposed ACIP projects for the current year and the next five years.

County-Owned vs. Privately-Owned Hangars

There are approximately 40 County-owned hangars and 50 privately-owned hangars. The County hangars are T-hangars (A, B, and C hangar rows), are leased on a month-to-month basis, and subject to inspection per the agreement. There are typically about 70 people on the waiting list. The privately-owned hangars have been built on County-owned land and have ground leases (also referred to as land leases) with the Authority. The Authority maintains chain of ownership for each ground lease through an Assignment of Lease policy. All of the existing privately-owned hangars were built before the Authority took over management.

Ground Leases

In reviewing a sample of 4 ground leases of approximately 50 ground leases, it was apparent there are inconsistencies among them due to the hangars being developed over different stages and time periods. For example, language regarding access to the hangars and assembly of aircraft was inconsistent among the leases.

There is consistency among the four ground leases regarding rental adjustments. The annual rental rate is adjusted by the Consumer Price Index (CPI) for the Los Angeles-Anaheim-Riverside Area. The Authority or Lessee may request reappraisal of the leased premises to determine its fair market value no more frequently than every five years.

- Recommendation:
 - Determine the feasibility of updating leases for consistency.

Adherence to Assurances and Issue of Non-Aeronautical Use of Hangars

When airport owners or sponsors, planning agencies, or other organizations accept funds from FAA-administered airport financial assistance programs such as the FAA Airport Improvement Program grants that fund capital improvements at the Airport, they must agree to certain obligations or assurances. These assurances require the recipients to maintain and operate their facilities safely and efficiently and in accordance with specified conditions. Federal funding is potentially in jeopardy if the assurances are not being met.

Federal law requires that airport property be used for aeronautical purposes only unless non-aeronautical use areas have been identified on the ALP and the FAA has approved. There is often a waiting list for hangars, and the FAA wants to ensure facilities are available for aeronautical purposes. Federal law also requires that airport revenue is used for airport purposes and that the airport must maintain a fee structure to make the airport as self-sustaining as possible. If a tenant is paying below-market rate to store non-aeronautical items such as automobile collections, the airport is in violation of the obligation for a self-sustaining rate structure.

On June 15, 2016, the FAA announced a new policy on the Non-Aeronautical Use of Airport Hangars (81 FR 38906). This action clarifies the FAA's policy regarding storage of non-

aeronautical items in airport facilities designated for aeronautical use. Under Federal law, airport operators that have accepted federal grants generally may use airport property only for aviation-related purposes unless otherwise approved by the FAA. In some cases, airports have allowed non-aeronautical storage or uses in some hangars intended for aeronautical use, which the FAA has found to interfere with or entirely displace the aeronautical use of the hangar. At the same time, the FAA recognizes that storage of some items in a hangar that is otherwise used for aircraft storage will have no effect on the aeronautical utility of the hangar. This action also amends the definition of aeronautical use to include construction of amateur-built aircraft and provides additional guidance on permissible non-aeronautical use of a hangar.

The Authority is legally obligated to comply with FAA rules, regulations and grant assurances. Leases should contain language to ensure hangars are used appropriately.

- Recommendations:
 - Read and understand the Policy on the Non-Aeronautical Use of Airport Hangars, effective July 1, 2017.
 - Develop a program to inspect Airport hangars to ensure compliance by July 1, 2017 including inspections and enforcement.
 - Identify ground leases that are out of compliance.

County Code

Santa Barbara County Code Chapter 4 – Airports, or Ordinance 3310, is outdated and has not been updated to reflect management by the Authority. There are references to a County Bulletin Board, it lists the hangar deposit fee at \$50 (it is currently \$200), and states that the rates and charges are to be determined by a resolution of the Board of Supervisors (rates and charges are determined by the Authority). The information is inaccurate and appears to have not been updated since the Authority took control of the management of the Airport.

- Recommendation:
 - Refer to the General Services Director the action to make the determination if Chapter 4 – Airports, or Ordinance 3310 should be updated or deleted.

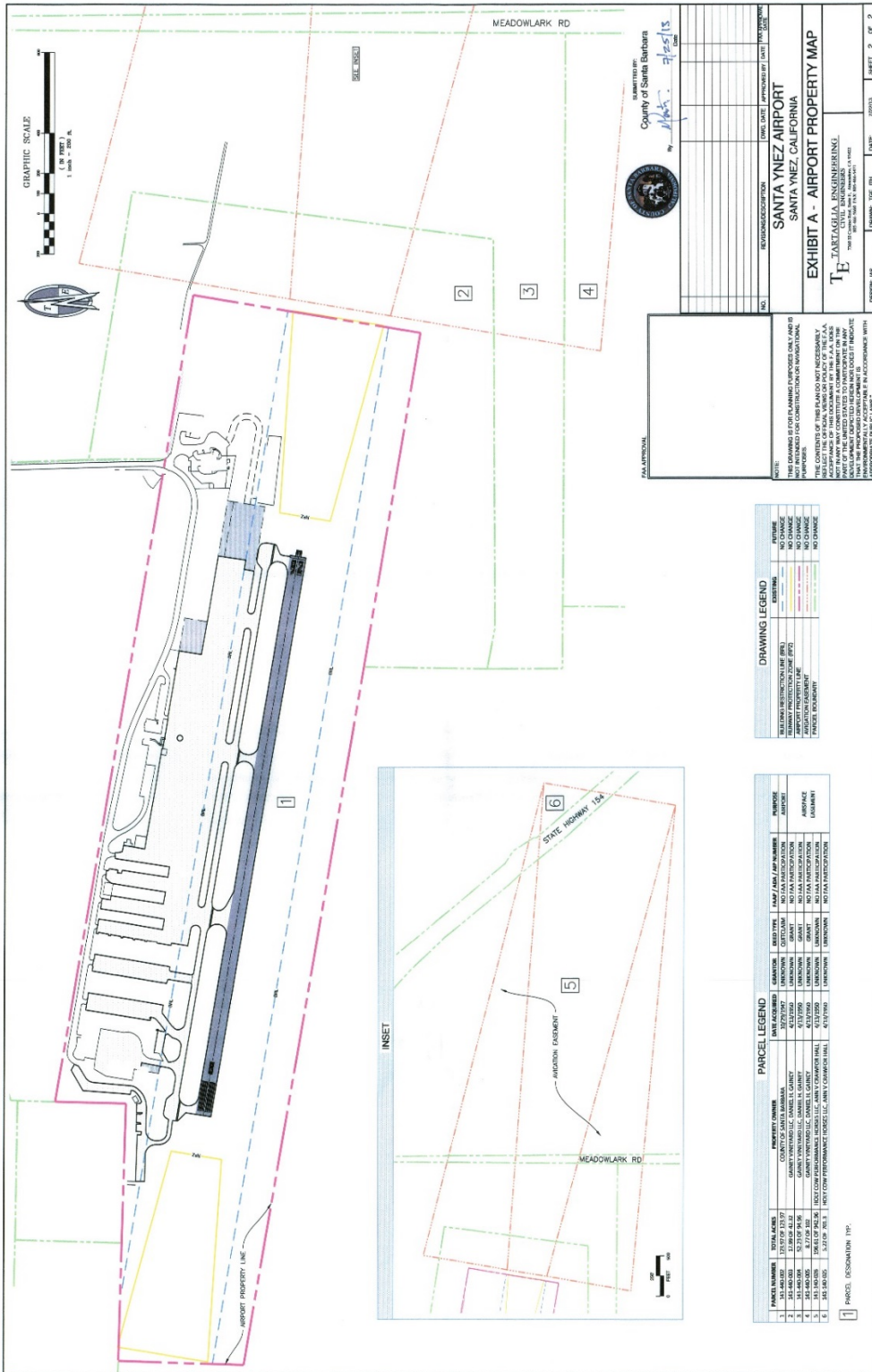
Expansion/Changes

The Airport is pursuing the expansion of the A, B, and C hangar rows (also referred to as County-owned hangars). Up to a total of eight new T-hangars and one box hangar could be added as part of the approved CUP and ALP

Interest was expressed regarding the purchase of part of the Gainey Ranch that is to the south of the Airport.

Documentation Reviewed

- Management Agreement and Lease for Santa Ynez Airport signed 3/23/93, effective 6/1/93
 - First Amendment signed 8/27/96
 - Second Amendment signed 6/16/98
 - Third Amendment signed 1/3/06
 - Agreement signed 1/3/06
- County of Santa Barbara Municipal Code Chapter 4 – Airports
- Santa Ynez Valley Airport Authority approved minutes
- Bylaws of Santa Ynez Airport Authority dated 9/7/96 which replaced original Bylaws dated 6/2/93 and an Amendment dated 10/7/94
- Airport forms: Hangar Request Form, Aircraft Storage Information, Aircraft Storage License, First Amendment to Aircraft Storage License, Affidavit of Compliance with Hangared Aircraft Ownership Requirements Individual Declaration, Authority Managed Hangar Assignment Rules
- SYVA Airport Layout Plan dated 7/25/13
- FAA Five-Year Airport Capital Improvement Plan (ACIP)
- Caltrans Ten-Year ACIP
- Santa Barbara County Final Mitigated Negative Declaration dated 8/23/12
- Planning Commission Letter and Attachments dated 9/17/12 approving the Conditional Use Permit (CUP) and determining the ALP conforms with the Comprehensive Plan
- FAA Airport Sponsor Assurances
- SBCAG Airport Land Use Plan, Draft Airport Land Use Compatibility Plan
- IRS Form 990 for 2012 and 2013
- State of California Department of Justice, Office of the Attorney General, Charities <https://oag.ca.gov/charities>
- California Registry of Charitable Trusts <http://rct.doj.ca.gov/>
- California Airport Land Use Planning Handbook (definition of Airport Layout Plan) <http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf>
- Non-Aeronautical Use of Airport Hangars (81 FR 38906) <https://www.federalregister.gov/documents/2016/06/15/2016-14133/policy-on-the-non-aeronautical-use-of-airport-hangars>



Submitted to:
County of Santa Barbara



Submitted by:
Tejabagala Engineering

PVA APPROVAL

NO.	REVISION/DESCRIPTION	DATE	SCALE	PROJECT NO.	SHEET NO.
1					
2					
3					
4					
5					
6					

SANTA YNEZ AIRPORT
SANTA YNEZ, CALIFORNIA

EXHIBIT A - AIRPORT PROPERTY MAP

TEJABAGALA ENGINEERING
CIVIL ENGINEERING
10011 JEFFERSON AVE, SUITE 200
SAN LUIS OBISPO, CA 93401
(805) 488-7444

DRAWING: TLE_201
DATE: 1/20/23
SHEET: 2 OF 2

NOTES:
THIS DRAWING IS FOR PLANNING PURPOSES ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION OR TEMPORAL. THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REPRESENT THE OWNERSHIP OF ANY OF THE AREAS. THE AIRPORT PROPERTY MAP IS TO BE USED IN ACCORDANCE WITH THE APPROPRIATE PUBLIC LAWS.

DRAWING LEGEND

SYMBOL	DESCRIPTION	ACTION
[Solid Line]	EXISTING BOUNDARY LINE (SBL)	NO CHANGE
[Dashed Line]	EXISTING AIRPORT PROPERTY LINE	NO CHANGE
[Dotted Line]	EXISTING FUTURE AIRPORT PROPERTY LINE	NO CHANGE
[Red Dashed Line]	PROPOSED AIRPORT PROPERTY LINE	NO CHANGE
[Red Dotted Line]	PROPOSED FUTURE AIRPORT PROPERTY LINE	NO CHANGE

PARCEL LEGEND

PARCEL NUMBER	TOTAL ACRES	PROPERTY OWNER	DATE ACQUIRED	GRANTOR	GRANTEE	DEED TYPE	PLAT / AM / AP NUMBER	PURPOSE
1	375.57	COUNTY OF SANTA BARBARA	3/27/2022	UNKNOWN	CITY OF SANTA BARBARA	UNKNOWN	NO PLA PARTICIPATION	AIRPORT
2	52.23	GENSLY INVESTMENTS LLC	4/17/2020	UNKNOWN	GENSLY INVESTMENTS LLC	GRANT	NO PLA PARTICIPATION	AMPHITHEATRE
3	52.23	GENSLY INVESTMENTS LLC	4/17/2020	UNKNOWN	GENSLY INVESTMENTS LLC	GRANT	NO PLA PARTICIPATION	AMPHITHEATRE
4	52.23	GENSLY INVESTMENTS LLC	4/17/2020	UNKNOWN	GENSLY INVESTMENTS LLC	GRANT	NO PLA PARTICIPATION	AMPHITHEATRE
5	52.23	GENSLY INVESTMENTS LLC	4/17/2020	UNKNOWN	GENSLY INVESTMENTS LLC	GRANT	NO PLA PARTICIPATION	AMPHITHEATRE
6	52.23	GENSLY INVESTMENTS LLC	4/17/2020	UNKNOWN	GENSLY INVESTMENTS LLC	GRANT	NO PLA PARTICIPATION	AMPHITHEATRE



Exhibit B - History of ACIP Funding

History of ACIP Funding

County Proj. No.	ACIP No.	Description	FAA	State	Local (SYVAA)	Total
862242	ACIP04	Apron Rehabilitation	\$ 918,079	\$ 45,065	\$ 51,348	\$1,014,492
	ACIP05					
862247	ACIP06	Automated Weather Observation System (AWOS)	\$ 134,423	\$ 5,845	\$ 7,143	\$ 147,411
	ACIP07	Reconstruct southern section of apron and access road				
8550	ACIP08	Crack seal and slurry seal runway and taxiway	\$ 818,802	\$ 40,940	\$ 2,155	\$ 861,897
	ACIP09	Rehab east apron, access road, parking, and infield drainage				
8555	ACIP10	Rehab taxi-ways, drainage, and fences	\$ 661,804	\$ 15,236	\$ 16,000	\$ 693,040
8567	ACIP11	Rehab Runway 8-26, taxiways, and access road	\$ 988,602	\$ 24,486	\$ 25,700	\$1,038,788
8734	ACIP12	Taxiway and pedestrian access	\$ 789,537	\$ -	\$ 87,727	\$ 877,264
8741	ACIP13	Design airport security enhancements (rehab surface road, drainage, fencing & gate improvements) and Runway 26 threshold revisions	\$ 148,226	\$ 7,411	\$ 9,059	\$ 164,696
		Construct airport security enhancements (rehab surface road, drainage, fencing & gate improvements) and Runway 26 threshold revisions; design airfield electrical upgrades				
8595	ACIP14		\$1,130,285	\$ 56,514	\$ 69,074	\$1,255,873
		totals:	\$5,589,758	\$195,497	\$268,206	\$6,053,461

Amounts indicated are from the County's Financial Information Network (FIN) and estimated grant award amounts.

ACIP Project Schedule

November 25, 2015

(Reflects input from 11/19 FAA meeting)

Program Year	Description	FAA	State	Local	Total
2016	Construct: Airfield electrical upgrades including runway edge & threshold lights, taxiway edge lights, guidance signs, Rwy 8 PAPI, Replace Rwy 26 VASI with PAPI, install REIL's & wind cone, electrical vault and back-up generator.	\$1,207,800.00	\$60,390.00	\$73,810.00	\$1,342,000.00
2017	Airfield safety grading around runways and taxiways (construct and reimburse design)	\$828,000.00	\$41,400.00	\$50,600.00	\$920,000.00
2018	Environmental (EA): Security enhancements, erosion control grading, far east apron expansion with drainage improvements.	\$225,000.00	\$11,250.00	\$13,750.00	\$250,000.00
2019	No project.	\$0.00	\$0.00	\$0.00	\$0.00
2020	Design: Security enhancements, erosion control grading, far east apron expansion with drainage improvements.	\$216,000.00	\$10,800.00	\$13,200.00	\$240,000.00
2021	Construct: Security enhancements, erosion control grading, far east apron expansion with drainage improvements.	\$1,575,000.00	\$78,750.00	\$96,250.00	\$1,750,000.00

Planning Notes:

1. October 1, 2015 is the start of the 2016 federal fiscal year.
2. The FAA (ACIP) request is for 2017 - 2021. No Caltrans (CIP) submission this year.
3. The 2016 pre-application is due before December 31, 2015. The actual 2016 grant application will be submitted in May, 2016, based on bids received.
4. The previously identified 2016 project is: Airfield Electrical Upgrades (construct), and Security Enhancements, Fencing, and Erosion Control Grading (design).
5. In addition to the "local" amount, the grant sponsor (County of Santa Barbara) is responsible for the "state" portion in the event Caltrans does not participate.

Funding Notes:	Existing - Open Grants:
1. FAA = 90% of project total	AIP-12: Taxiway and Taxiway F Rehabilitation, Pedestrian Access Improvements.
2. State = 5.0% of FAA amount	AIP-13: Security Enhancements (design)
3. Local = balance	AIP-14: Security Enhancements (construct), Airfield Electrical Upgrades (design)