



Agenda

AIRPORTS COMMITTEE

November 13, 2019

11:00 A.M.

550 Sally Ride Drive, Concord

Supervisor Diane Burgis, Chair
Supervisor Karen Mitchoff, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. Review and Approve record of meeting for September 11, 2019 (Chair)
4. Receive an update from the Aviation Advisory Committee Chair (Maurice Gunderson)
5. Discuss progress regarding the Byron Airport General Plan Amendment (Will Nelson, Department of Conservation and Development)
6. Discuss Historic Noise Complaint Data for Buchanan Field Airport
7. Discuss FAA Grant Funding (\$5,300,000) for Runway 14L/32R Pavement Replacement Project, Buchanan Field Airport
8. Discuss the Airport Innovation and Business Attraction Program, Buchanan Field and Byron Airport
9. Discuss the New Terminal, Administration Office and Aircraft Rescue and Firefighting Facility for Buchanan Field
10. Discuss the Buchanan Field Airport Layout Plan Update (ALP) and Runway Safety Analysis
11. Airport Director's Report
 - a. 36-acre non-aviation development project, Byron Airport
 - b. 4.6-acre development, Buchanan Field

- c. Proposed relocation of Confire Station 9 to Airport property, Buchanan Field
 - d. Development of 16-acres for non-aeronautical use, Buchanan Field
 - e. Discuss Proposed Development of Rows A & B for aeronautical use at, Byron Airport
- 12. Review and approve the 2020 Airport Committee Schedule (see attachment)
 - 13. Future agenda items
 - 14. The next meeting is tentatively scheduled for Wednesday, February 12, 2020, at 11:00 AM
 - 15. Adjourn

The Airports Committee will provide reasonable accommodations for persons with disabilities planning to attend Airports Committee meetings. Contact the staff person listed below at least 96 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Airports Committee less than 96 hours prior to that meeting are available for public inspection at 550 Sally Ride Drive, Concord, during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

Keith Freitas, Committee Staff
Phone (925) 681-4200, Fax (925) 646-5731
keith.freitas@airport.cccounty.us



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

2.

Meeting Date: 11/13/2019

Subject: Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

Referral Update:

Recommendation(s)/Next Step(s):

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

3.

Meeting Date: 11/13/2019

Subject: Review and Approve record of meeting for September 11, 2019 (Chair)

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

Referral Update:

Recommendation(s)/Next Step(s):

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

4.

Meeting Date: 11/13/2019

Subject: Receive an update from the Aviation Advisory Committee Chair (Maurice Gunderson)

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

Referral Update:

Recommendation(s)/Next Step(s):

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

5.

Meeting Date: 11/13/2019

Subject: Discuss progress regarding the Byron Airport General Plan Amendment (Will Nelson, Department of Conservation and Development)

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

The Byron Airport Master Plan, adopted in 2005, identified a diversity of aviation and airport-related land uses for the long-term build-out of the airport. To fully implement the Airport Master Plan, it is necessary to adopt a General Plan Amendment (GPA) to allow for the range of contemplated land uses. The GPA requires an environmental review pursuant to the California Environmental Quality Act (CEQA).

In December 2012 the Board of Supervisors authorized the Department of Conservation and Development (DCD) to initiate a GPA for Byron Airport, to be funded from the Mariposa Community Benefits Fund. DCD staff is overseeing the project in collaboration with Airports Division staff.

In April 2015 DCD staff issued a Request for Proposals for the Byron Airport Development Program and CEQA analysis. Only two proposals were received, and only one was within the budget for the project as established at the time. That August the Board of Supervisors approved a \$180,545 contract between Contra Costa County and Dudek, Inc., to prepare a development scenario for Byron Airport and the environmental impact report (EIR) for the GPA.

At the April 2016 Airport Committee meeting there was a general discussion about the project. Staff and the Committee expressed dissatisfaction with the apparent lack of progress. In the weeks following the meeting, staff of DCD and Airports, and the consultant, had several discussions to determine why the environmental review was not proceeding as originally planned. The consultant indicated they were having difficulty formulating an acceptable project description, which forms the basis for the environmental review, because:

- The Airport Land Use Compatibility Plan (ALUCP) predates the 2005 Byron Airport Master Plan and does not accurately reflect proposed aviation activities and proposed non-aviation development.

- The ALUCP policies for Byron Airport are overly restrictive compared to those for Buchanan Airport and relative to current guidance per the California Airport Land Use Planning Handbook published by Caltrans.

While ALUCPs generally do not apply to airports themselves, the 2005 Master Plan specifically states that the policies and regulations of the ALUCP are applicable to Byron Airport, thereby artificially limiting what can occur on the airport property. Staff and the consultant determined that the best way forward would be to expand the scope of the project to include updating the portions of the ALUCP pertaining to Byron Airport. While this would extend the project timeline and increase cost, the final product would be consistent and compatible General Plan, zoning, ALUCP, and Master Plan documents for Byron Airport. On July 20, 2016, the Airport Committee reviewed the revised scope of work and directed staff to prepare a contract amendment for approval by the Board of Supervisors.

In March 2017 Dudek presented the Airport Committee with updated development scenarios for Byron Airport. In the months following the meeting, DCD and Airports staff worked to refine the project description. With the project description seemingly complete, in September 2017 DCD issued the Notice of Preparation (NOP), which formally began the EIR process.

Also in September 2017, Airports staff began discussions with Caltrans regarding Byron Airport's classification (i.e., rural versus suburban). This classification affects the allowable intensity of aviation and airport-related development, which in turn could impact the airport's long-term economic viability. Classifying Byron as a suburban airport would be more consistent with its FAA designation as a reliever airport, and the long-term build-out as detailed in its Master Plan. However, Byron Airport is surrounded by undeveloped land that is outside the Urban Limit Line, giving the impression that the airport should be classified as rural. Dudek's work on the DEIR slowed significantly while the airport classification issue was being resolved because the project's impact in certain environmental topic areas (e.g., Traffic, Air Quality, Greenhouse Gas Emissions, Noise, Energy) could not be determined until the intensity of development was known.

In January 2018, Airports staff received a letter of interest from Mark Scott Construction, Inc., to develop and lease a light industrial project on the approximately 36.3 acres located generally northeast of the main runway.

In March 2018, Dudek indicated that the administrative draft EIR (ADEIR) would be submitted for County staff's review in June or July, and that completion of the Transportation section was delaying the submittal. Throughout 2018 the project was delayed by the traffic subconsultant's inability to complete the traffic impact analysis (TIA) that forms the basis for the DEIR Transportation section.

In May 2018, Dudek presented the draft ALUCP update materials to the Airport Land Use Commission. Following this meeting, the project description was again refined.

In August 2018, the Mark Scott proposal was expanded to potentially include an 11.67-acre private parcel located on Armstrong Road between airport property and the Byron-Bethany Irrigation District Canal. Because this private property was not part of the original EIR scope, it was necessary to perform additional environmental studies and revise several sections of the ADEIR (e.g., Aesthetics, Biological Resources, Cultural Resources, Hazardous Materials). The

expansion also pushed the overall project over the threshold for requiring a water supply assessment (WSA) pursuant to Senate Bill 610. Ultimately, these revisions to the ADEIR and preparation of the WSA caused little-to-no delay because of the ongoing delay in preparing the traffic analysis.

On November 6, 2018, Dudek submitted the first TIA for staff's review. The analysis assumed a substantial portion of future airport-related development might be commercial, which inflated the projected vehicle trip generation to an unrealistic level. The proposed mitigation measures, which included installation of traffic signals at several local intersections, construction of new turn pockets and lanes, and widening of nearby roads, were impractical and cost prohibitive.

On December 13, 2018, Airports staff met with Dudek to again revise the project description so that a new, more realistic TIA could be prepared. On the same day, Dudek submitted the first few sections of the ADEIR for staff's review. The remaining sections were submitted throughout January and into February 2019. Staff reviewed several sections of the ADEIR and found myriad problems including flawed analysis, portions copied and pasted from other EIRs, and numerous grammatical errors. Staff also reviewed the second TIA and determined it was woefully inadequate, in large part because it was not prepared in accordance with the Contra Costa Transportation Authority Technical Procedures. The ADEIR was so flawed that continued review was a waste of staff's time. Dudek indicated it would prepare a second ADEIR responding to staff's initial comments.

The second ADEIR was submitted in June 2019. Staff began its review and again found the types of problems that plagued the original ADEIR. Staff also reviewed the third TIA and found it to be flawed. DCD and Airports staff met with Dudek's regional director, Steve Peterson, on August 4, 2019, to discuss the issues with the ADEIR and Dudek's continued poor performance. Mr. Peterson asked staff to complete its review of the second ADEIR, and assured staff that all deficiencies would be corrected in the next version of the document.

Referral Update:

At its August 2019 meeting, the Airport Committee expressed its dismay, and indicated that Dudek would be given one final opportunity to correct the situation or the contract would be canceled. Dudek responded by agreeing to thoroughly review the second ADEIR, correct any deficiencies, and submit a revised version by the end of October. The third iteration of the ADEIR was submitted October 24 and staff has begun its review. Staff notes that the Transportation section of the ADEIR remains incomplete. A meeting between County staff and Dudek to discuss the deficiencies with the TIA is scheduled for November 21.

Recommendation(s)/Next Step(s):

Discuss the status of the Byron Airport Development Program. The timeframe for completion of the DEIR remains unknown. The next step after completion of the DEIR will be the public review period, which will last from 45-60 days.

Fiscal Impact (if any):

As amended, the contract with Dudek is for \$272,586, to be paid out of the Mariposa Community Benefits Fund. This figure does not include County staff costs associated with the project.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

6.

Meeting Date: 11/13/2019

Subject: Discuss Historic Noise Complaint Data for Buchanan Field Airport

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

At their September 11, 2019 meeting, the Airport Committee requested that staff provide a report of noise complaints annually going back to the 1970s for Buchanan Field.

Referral Update:

Not applicable.

Recommendation(s)/Next Step(s):

Discuss the historical noise complaint graphs prepared for Buchanan Field.

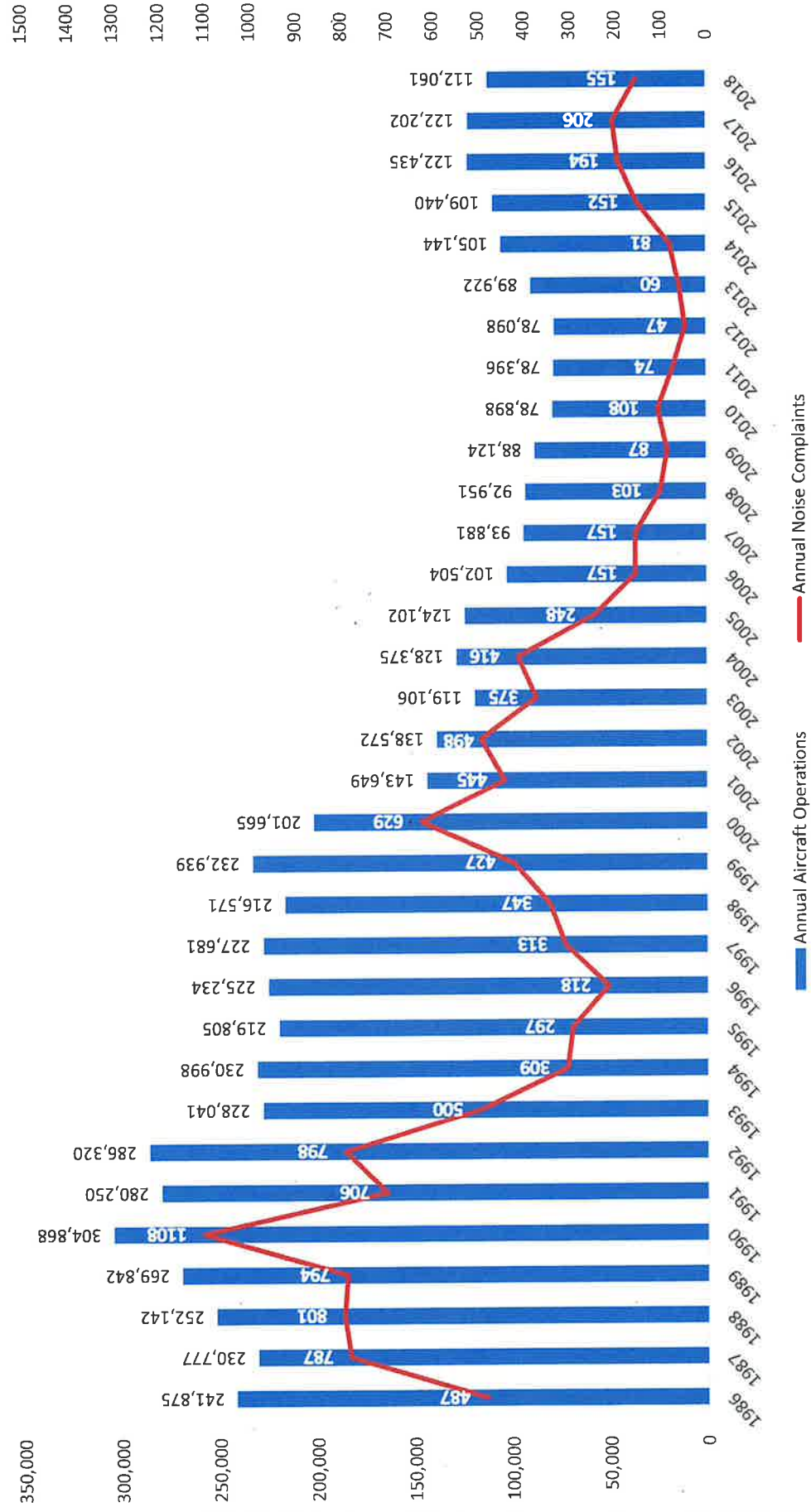
Fiscal Impact (if any):

The fiscal impact has generally been limited to the Airport Enterprise Fund and associated with staff time

Attachments

Noise Data Graph

Buchanan Field Annual Aircraft Operations and Annual Noise Complaints
(1986-2018)





Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

7.

Meeting Date: 11/13/2019

Subject: Discuss FAA Grant Funding (\$5,300,000) for Runway 14L/32R Pavement Replacement Project, Buchanan Field Airport

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

In December of 2016, the Board authorized the Director of Airports to submit applications and accept Federal Aviation Administration (FAA) and California Department of Transportation grants related to Runway 14L/32R pavement reconstruction at Buchanan Field.

In August of 2017 the FAA and California Department of Transportation awarded a grant for approximately \$261,000 to the County to complete the design and engineering portion of the Runway 14L/32R pavement reconstruction project. The design of the project is now winding down and a construction bid package is expected to be advertised in early 2019. In September of 2018, Airport staff submitted an application for approximately \$3,800,000 to complete the construction portion of the project.

Referral Update:

Due to requested changes to the design of the project, the construction bid package costs came in significantly higher than the estimate. The FAA agreed to fund the increased cost of approximately \$5,300,000 for the construction project. The winner bidder has been selected. The project is projected to start when the weather clears in 2020 (approximately April/May timeframe). The Airport has received the 5,300,000 grant for the FAA portion of the project. The Caltrans grant for the State of California portion was granted in an amount of \$150,000.

Recommendation(s)/Next Step(s):

Discuss the FAA grant funding and project timing for Runway 14L/32R pavement rehabilitation project, Buchanan Field. The Airports Division will commence with the project. The construction will start in March 2020. The Design/Construction Division will be soliciting for a project manager this fall.

Fiscal Impact (if any):

There will be no County General Funds expended on this project. The total project cost is estimated to be \$5,800,000 with \$5,300,000 being funded by FAA and \$150,000 funded by California Department of Transportation. The remaining funding will be shared by the Airport Enterprise Fund.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

8.

Meeting Date: 11/13/2019

Subject: Discuss the Airport Innovation and Business Attraction Program, Buchanan Field and Byron Airport

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

On January 16, 2018, the Board of Supervisors (Board) ratified the execution of a Letter of Intent between the County and the California Department of Technology to partner in participating in the FAA sponsored UAS Integration Pilot Program (IPP).

District III, District IV, and Public Works Department Airports staff continue to explore business opportunities with UAS companies. On October 8, 2018, 3DR conducted UAS pavement inspection testing at the Byron Airport. The test was successful and 3DR has requested that the County consider additional testing opportunities at Byron and Buchanan Field.

As discussed in the previous Airport Committee meeting, Airport Staff is working to create a program to proactively attract aviation innovation and technology businesses. The efforts have already attracted two aviation innovation companies to Buchanan Field. The Airport Committee requested a memorandum of the expected UAS operations at both Buchanan Field and Byron Airports over the next few years

Referral Update:

Keith Freitas created the memorandum outlining expected UAS operations at the Airports. It is expected that the majority of UAS operations at the Airports will be conducted by the Public Works Department-Airports Division. In order to facilitate those operations, Airport Operations staff is designing a UAS program to fit the Airports needs and Airport Administration Staff is working with the FAA to get approval for those operations. The benefits of the use of UAS by Airport Operations is that staff will become more familiar with the requirements necessary for UAS operations and therefore be better able to assist an aviation innovation and technology business in navigating the requirements.

Recommendation(s)/Next Step(s):

Discuss the Memorandum regarding Unmanned Aerial Systems (UAS) operations at County Airports. Discuss the Airport Innovation and Business Attraction Program, Buchanan Field and Byron Airport. Continue to work with various UAS entities to explore business and partnership opportunities.

Fiscal Impact (if any):

The fiscal impact has generally been limited to the Airport Enterprise Fund and associated with staff time.

Attachments

Unmanned Aerial Systems (UAS) Operations at County Airports

CONTRA COSTA COUNTY
Public Works Department-Airports Division

DATE: November 4, 2019

TO: Airports Committee
Supervisor Diane Burgis, Chair
Supervisor Karen Mitchoff, Vice Chair

FROM: Keith Freitas,
Director of Airports



SUBJECT: Unmanned Aerial Systems (UAS) Operations at County Airports

Issue:

As requested by the Airports Committee, this memorandum provides an overview of the expected UAS operations at both Buchanan Field and Byron Airports during the next few years. The UAS operations are being considered by various Contra Costa County Departments (Public Works, Fire Protection District and Sheriff) along with various private companies. It is important to note that this memorandum only covers UAS operations conducted on and over County airport facilities.

The majority of the UAS operations anticipated will be conducted by the Public Works Department-Airports Division (Airports Division). Airport Operations staff is intending to use UAS's to perform security patrols, airfield/facility inspections and wildlife hazard abatement. The Public Works Department (flood control, facilities, capital projects and road construction), County's Fire Protection District and Sheriff have also expressed interest in conducting testing and training operations at the two County Airports. This will allow them to be better prepared to deploy UAS equipment during their specific first responder missions. Additionally, private UAS hardware and software companies have expressed interest in conducting training and testing operations at both Buchanan Field and Byron Airports because of the close proximity to their headquarters located in Silicon Valley and San Francisco.

For the Airports Division to meet both the short-term and long-term goals mentioned above we will pursue a two prong approach. The Airports Division will continue to explore partnership opportunities with existing FAA designed UAS Flight Test Sites. Should a partnership come to fruition, this would allow CCR and C83 to quickly become an operational as an FAA designated satellite UAS test site. The Airports Division is also working to secure a Certificate of Authorization (COA) from the Federal Aviation Administration (FAA) to authorize specific types of UAS operations. The four main reasons that an entity will request a COA are: 1) to fly within controlled air space (such as an airport); 2) to fly beyond line of sight (where the pilot is no longer able to see the UAS); 3) to fly over people; and or 4) to fly at night. County staff and private entities will have to submit separate COA's to the FAA for their specific operations at the County airports. The Airports Division would work with County staff and private entities to vet their proposal(s) with various County stakeholders. The FAA would then have to

authorize the specific COA request.

Background:

It is important to review the previous actions by the Board of Supervisors regarding economic development, UAS operations and attraction of new technology businesses at Buchanan Field and Byron Airports. On January 16, 2018, the Board of Supervisors took action to ratify the execution of a Letter of Intent (LOI) between the California Department of Technology to partner with several private UAS manufactures and operators in the FAA Integrated Pilot Program (IPP). This IPP was developed by the FAA to assist them in developing specific regulations for UAS operations. Ultimately, the proposal submitted by Contra Costa County, California Department of Technology and AirMap was not selected for this FAA IPP program.

On August 14, 2018, the Board of Supervisors adopted Resolution No. 2018/462. The Board resolved the following:

- Buchanan Field and Byron Airports are essential economic engines that aid the County in meeting the current and future transportation and economic needs of the community.
- The Director of Airports shall continue to actively pursue innovative and sustainable opportunities to enhance airport facilities and partnerships to remain competitive in the regional marketplace.
- The Director of Airports will work closely with the County Administrators Office and the County Economic Development Manager to further the economic development potential of airports, as they are capital assets to the County and an integrated transportation asset to the Bay Area region.

On February 26, 2019, the Board of Supervisors took action to authorize the Director of Airports to promote and market Buchanan Field and Byron Airports as testing locations for emerging aeronautical related technologies. Airport staff has convened several working groups with expertise in emerging aeronautical related technologies to assist in the development and implementation of a marketing and attraction strategy. Over the past 18-months of this effort two companies XWing and Volans-i have relocated their design, assembly and testing operations to Buchanan Field Airport. Additionally, two other companies are currently in discussions with the Airports Division staff to explore relocating their assembly and testing operations to the Byron Airport.

Additionally, the FAA Aerospace Forecast Report Fiscal Years 2017 to 2037 projects that in the next 5 years the small hobbyist UAS/drones will more than triple from 1.1 million vehicles to 3.5 million vehicles. During that same time frame the commercial UAS/drone market will grow from 42,000 to 442,000 vehicles. Concurrently, certificated pilots of these UAS vehicles are expected to increase from 20,000 to approximately 300,000.

Lastly, it is important to note that current and future UAS airspace and operating regulations are the sole purview of the FAA. Any operation of an aircraft, balloon, glider, UAS, etc. falls under the jurisdiction of the FAA, which preempts state and local governments.

Current Private Company UAS Testing Request:

The UAS company 3DR is in the process of achieving FAA Type Certification for one of its commercial drone systems, the H520-G. The Type Certificate will allow the H520-G to be used in and around what has been deemed sensitive and critical infrastructure. Airports, specifically those with FAA air traffic control towers, have been deemed sensitive and critical. Not only are they subject to higher levels of security, but they are also the locations where manned traffic transition through the altitude bands where drone traffic typically operates (usually between ground level and 400 feet).

The County and 3DR and have been working together in a partnership with the FAA for about a year during 3DR's testing period to demonstrate that they are able to meet the security and traffic integration needs of an airport environment. 3DR is also working with the FAA Air Traffic organization to define a training program to supplement the standard Part 107 (UAS/drone) license with air traffic communications and coordination.

3DR has performed several testing operations at both Buchanan Field and Byron Airports. Most recently 3DR has requested to use Buchanan Field (CCR) and its associated FAA Air Traffic Control Tower personnel, to test and perfect the program before standardizing the practices. In order to meet the FAA expectations and objectives, 3DR will need to operate the H520-G as if it were a Type Certified aircraft. This entails operating under 14 Code of Federal Regulations Part 91 rules rather than Part 107 and will require a specific COA to fly Part 91 prior to Type Certificate approval. The Airports Division will be the COA applicant and holder of the granted authority. 3DR and its H520-G will be the initial approved aircraft. The COA would be maintained by the Airports Division beyond the term of these particular tests and it is expected that we could amend and extend the COA to include other aircraft and capabilities in the future. As a result, the COA could become a useful asset for the County in bringing UAS businesses and jobs to the area.

Next Steps for UAS Training and Operations:

The Airports Division will continue to explore partnership opportunities with existing FAA designed UAS Flight Test Sites. The goal will be to become operational as an FAA designated UAS test site. The Airports Division will also continue working with the FAA to request a COA to allow UAS testing and training operations at Buchanan Field and Byron Airports.

These options are expected to allow the Airports Division, Contra Costa County Fire Protection District and Sheriff to conduct both training and operational missions at Buchanan Field and Byron Airports. It is important to note that each specific UAS testing or training request would first be vetted by the Airports Division and then be required to secure a separate COA approval/authorization from the FAA.

cc: Laura Strobel, Senior Deputy County Administrator
Brian Balbas, Public Works Director
Steve Kowalewski, Chief Deputy Public Works Director
Mark Goodwin, Chief of Staff District 3
Anne O, Chief of Staff District 4



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

9.

Meeting Date: 11/13/2019

Subject: Discuss the New Terminal, Administration Office and Aircraft Rescue and Firefighting Facility for Buchanan Field

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

The Buchanan Field Airport Master Plan adopted by the Board on October 28, 2008, identifies a new general aviation terminal (Terminal) on the capital improvement list. The Terminal will replace the existing terminal building at the north end of John Glenn Drive. The Terminal would include space for the Airports Division Administrative staff, Airport Rescue and Fire Fighting (ARFF) staff and equipment, public space to support scheduled/unscheduled air service providers, office space for aviation businesses, and general public meeting space.

The Airports Division currently rents office space from one of the airport businesses and moving those functions into the Terminal will allow for expansion, while resulting in a long-term savings to the Airport Enterprise Fund. The first critical step in this process is to design the facility in order to refine project costs and undertake the environmental review process.

On February 27, 2018, the Board authorized the submission of an Airport Improvement Program (AIP) grant to the FAA and the California Department of Transportation-Division of Aeronautics (Caltrans) for the design of the ARFF eligible component of the new Terminal. The County was awarded a total of \$283,500 from the FAA and Caltrans for design of the ARFF facility.

On October 1, 2018, Airport staff issued a Request for Proposals (RFP) for the Terminal architectural services to the five firms prequalified as a company to perform engineering and planning services for Contra Costa County Public Works Department - Airports Division (Airports). The Proposals were due by 5:00 pm on December 13, 2018. The Airports received three proposals from The KPA Group, Stevens & Associates, and C & S Companies.

A Selection Committee comprised of County staff and members of the Aviation Advisory Committee, reviewed and scored the three proposals based on the criteria noted in the RFP. The ranking outcome was The KPA Group was the unanimous top ranked firm, C & S Companies was ranked second, and Stevens & Associates was ranked third.

Upon completion of the design process, Airport staff will forward a second FAA and Caltrans grant application approval request to the Board, while applications will seek funds for the construction of the ARFF related Terminal components.

Referral Update:

The KPA Group has been working on design and site plans for the ARFF facility, administrative office and general aviation terminal. The plans have been reviewed by the Aviation Advisory Committee at several meetings and staff is scheduling meetings with aviation businesses to also review the draft design and site plan. Airports staff had an initial discussion with the Department of Conservation and Development and Public Works staff regarding the proposed project and the related environmental review process.

Recommendation(s)/Next Step(s):

Discuss the updated terminal, administration office and aircraft rescue and firefighting facility design and site plans for Buchanan Field. This is a general discussion regarding status of the site plan and design of the new facility.

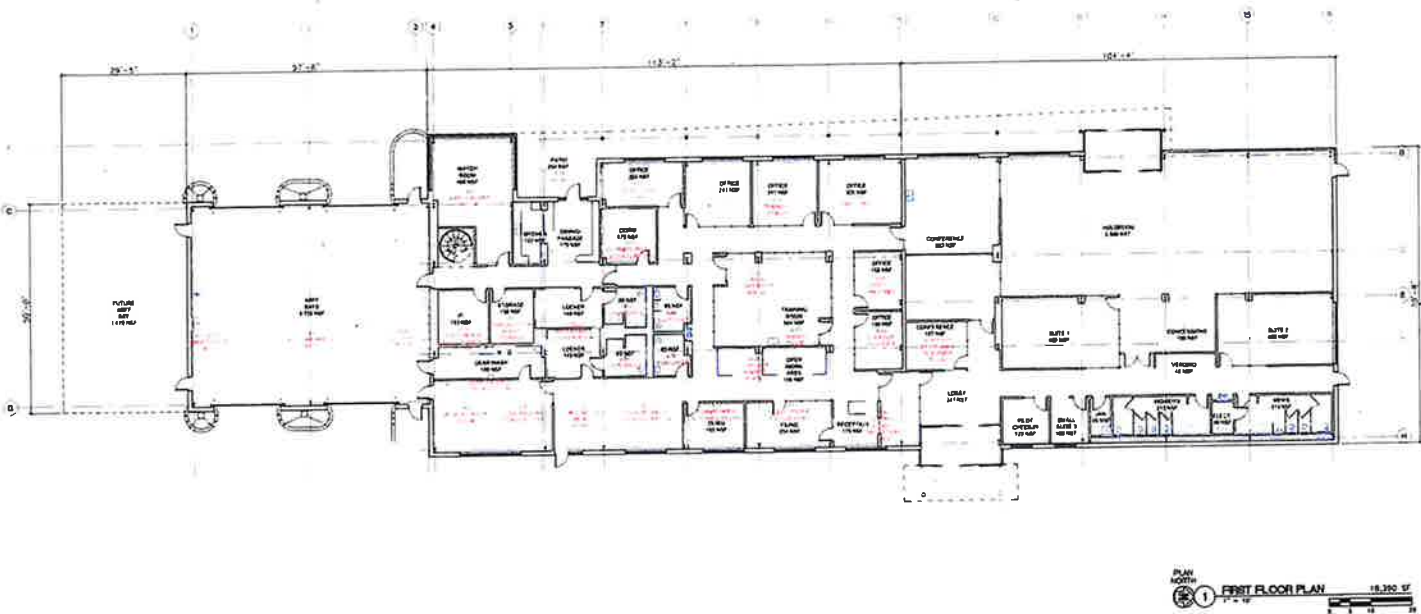
Fiscal Impact (if any):

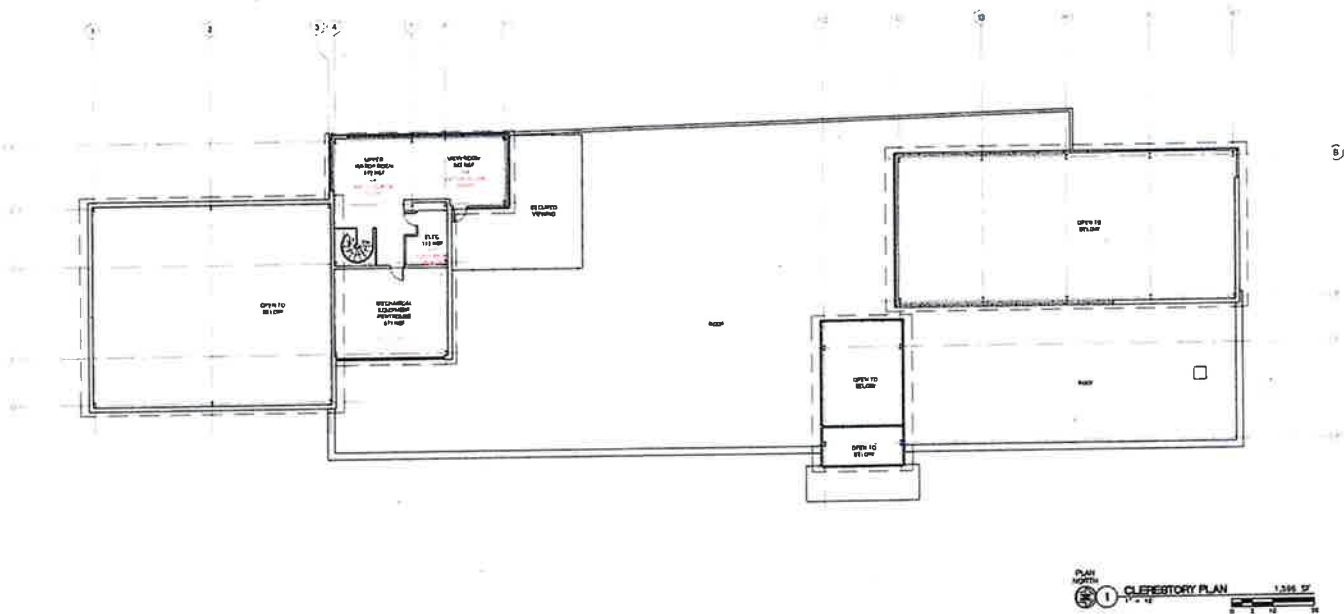
The total cost for architectural services through construction management is \$1,092,209 of which \$765,002 is related to the Terminal design. The County received a grant in the amount of \$270,000 from the FAA and \$13,500 from Caltrans for the design portion of the ARFF facility. The Airport Enterprise Fund will pay the grant match and all non-grant eligible costs, including the design of the Airport's administrative office space and general aviation portion of the facility.

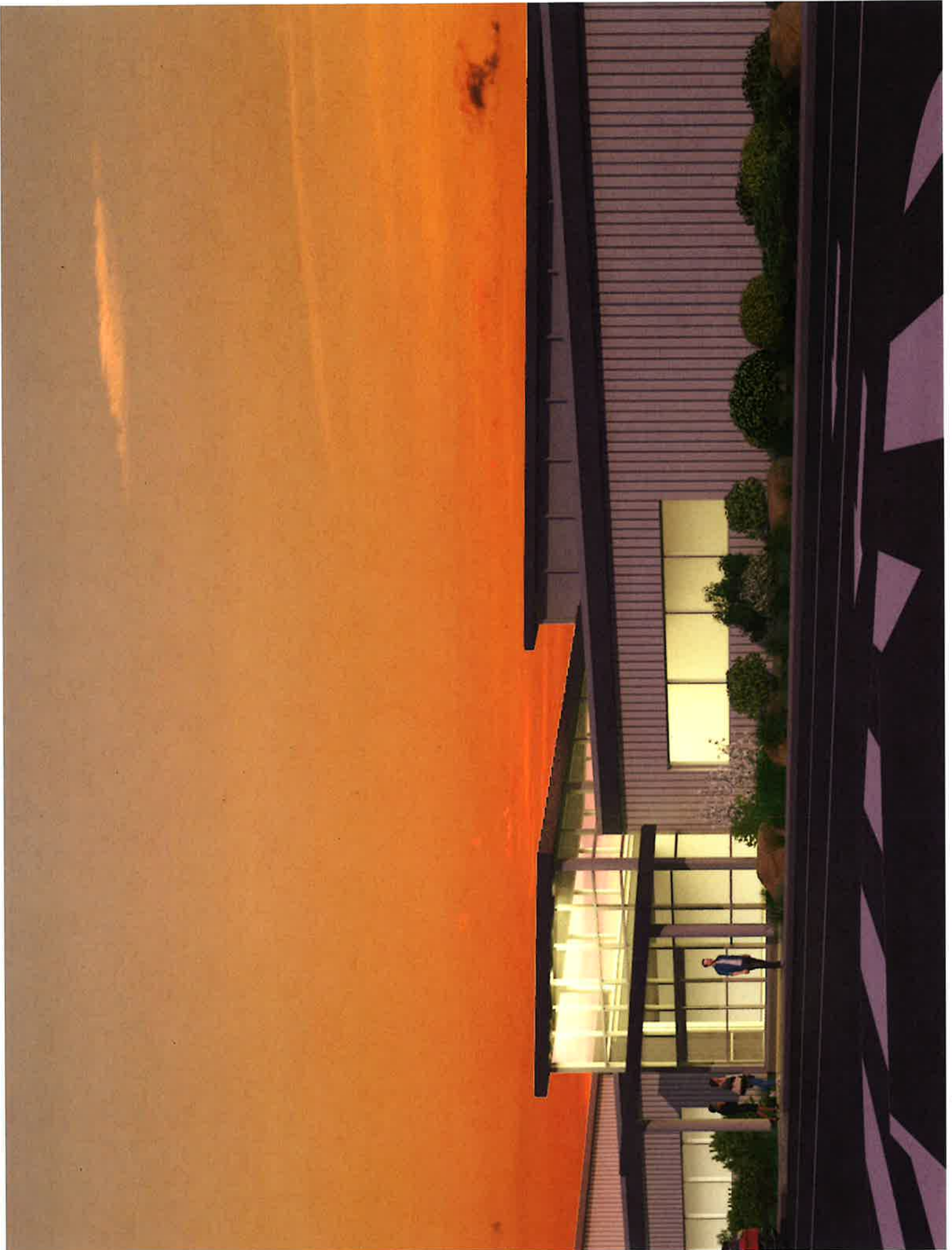
Attachments

Terminal Floor Plan

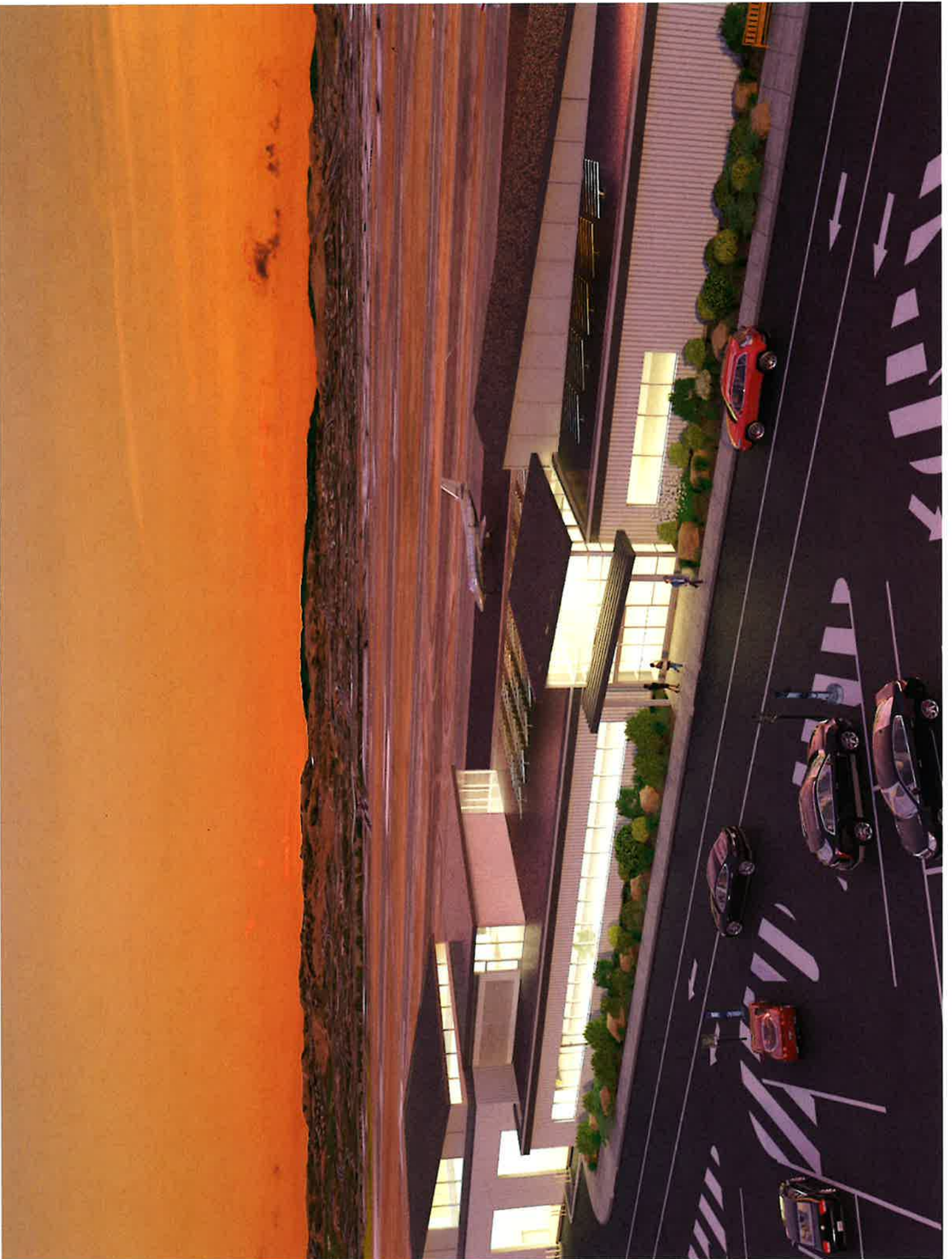
Terminal Renderings

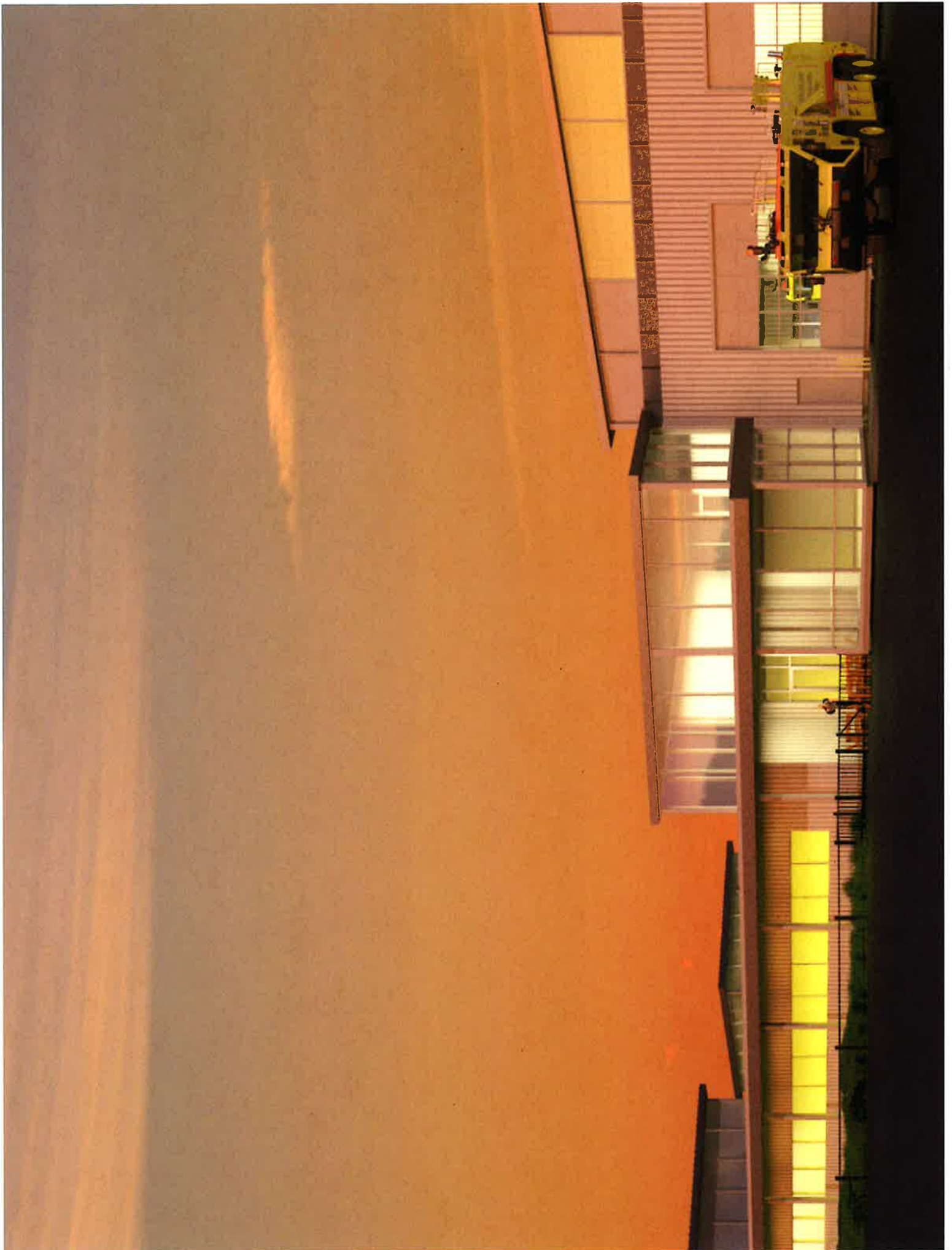


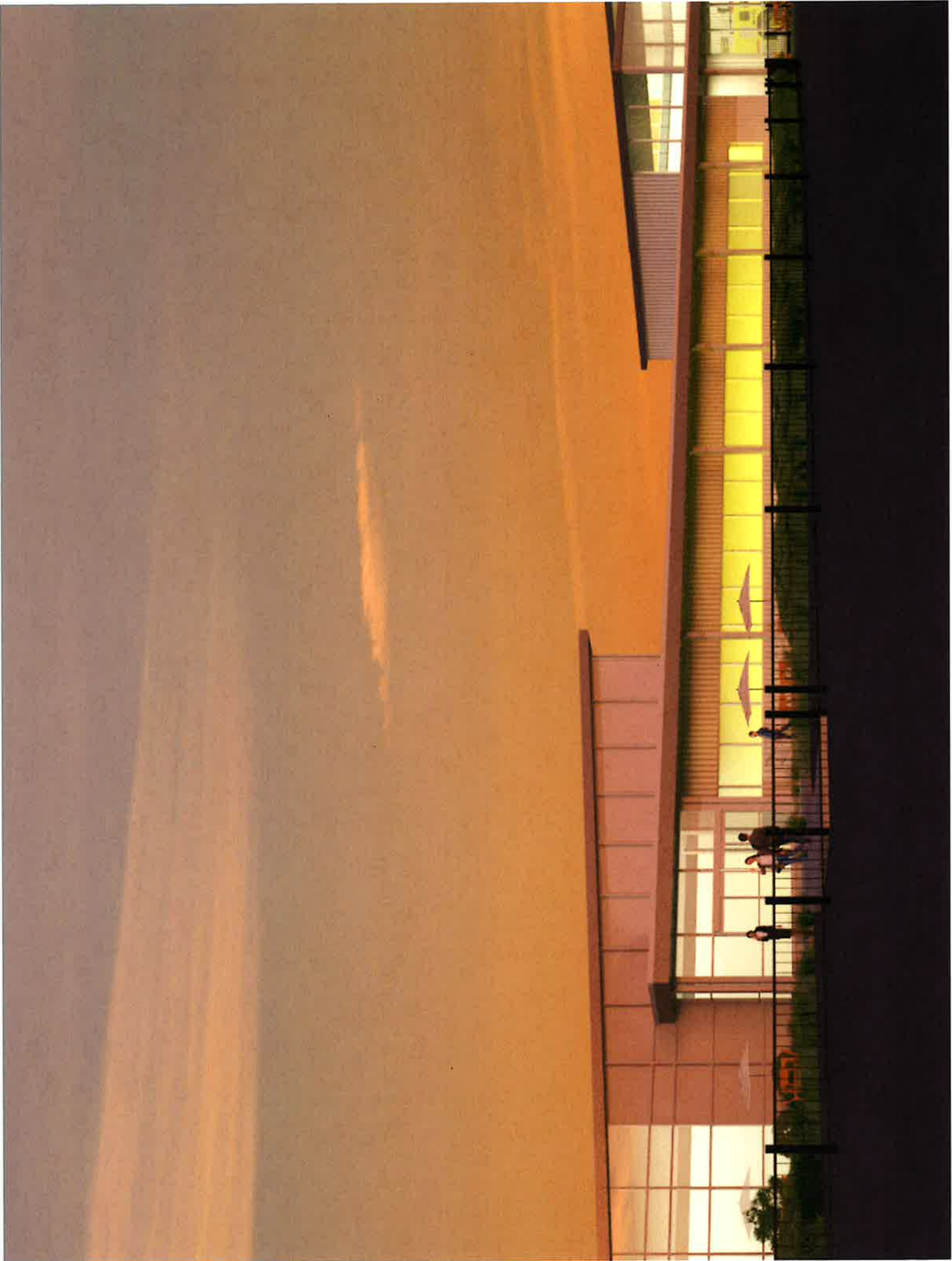


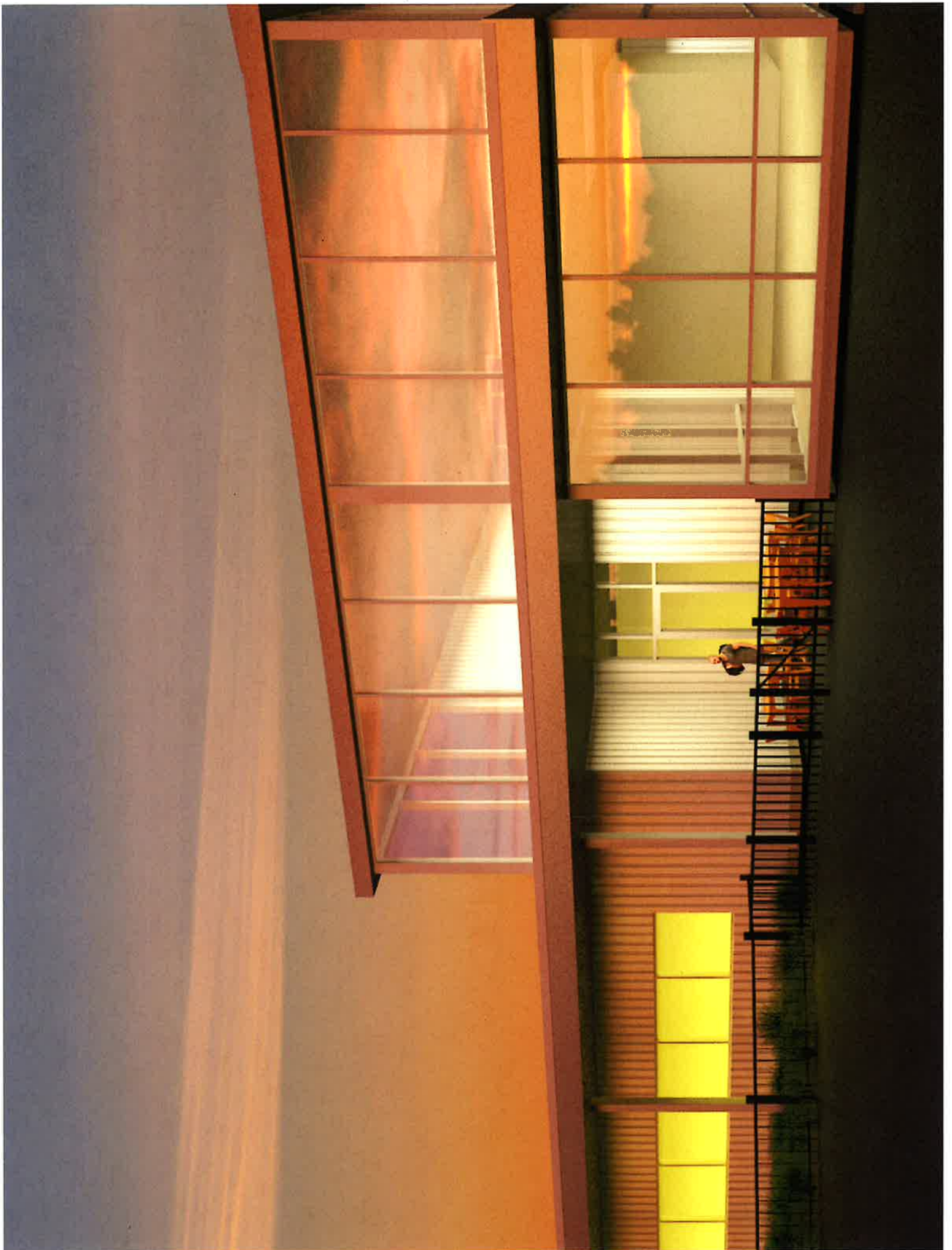


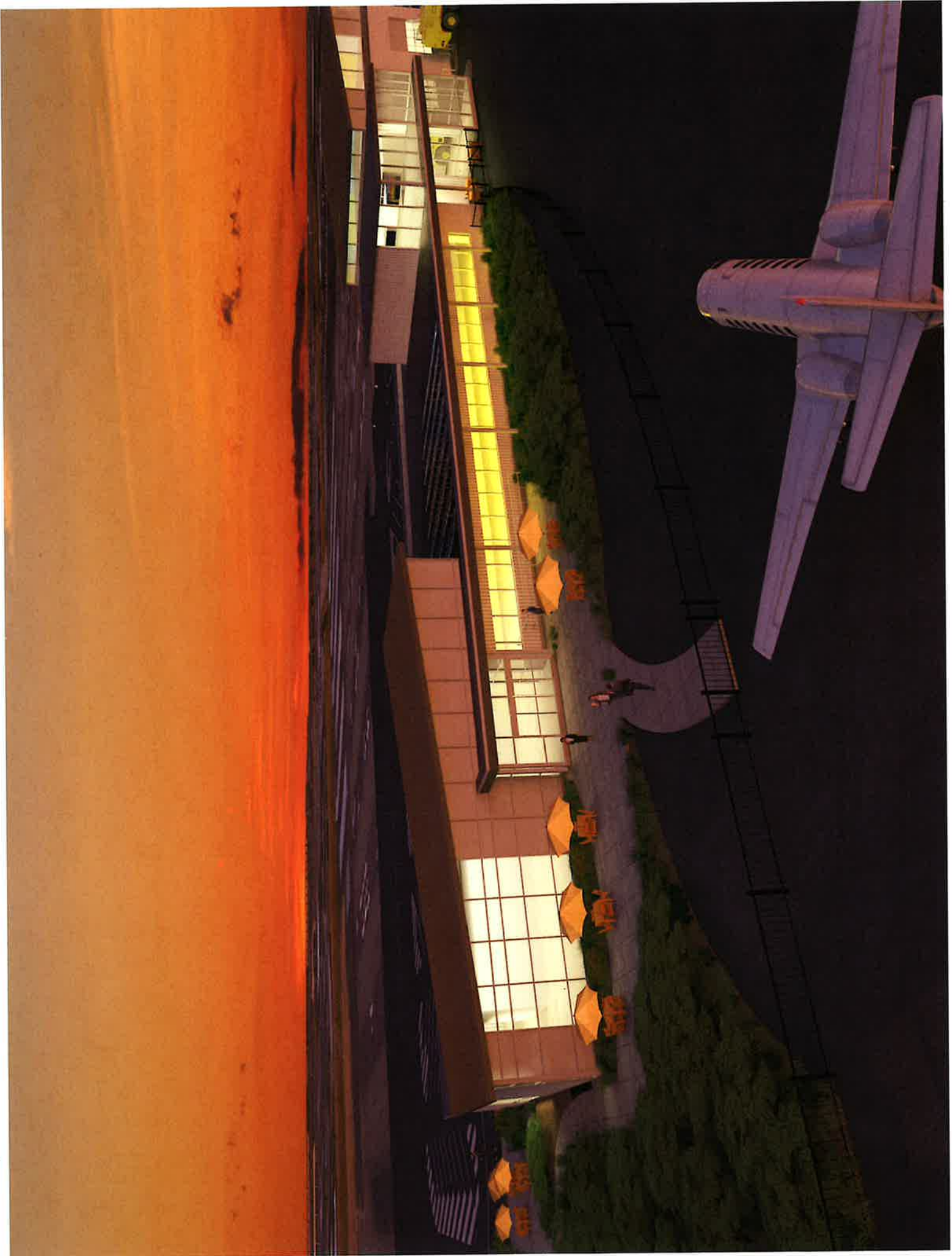














Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

10.

Meeting Date: 11/13/2019

Subject: Discuss the Buchanan Field Airport Layout Plan (ALP) Update and Runway Safety Analysis

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

The Buchanan Field ALP needs to be updated to identify future facility needs, land use designations on airport and development direction. County staff sent a project-specific technical services solicitation to the five on-call consultants in order to determine the most qualified firm to perform this work. Public Works and Airport Division staff reviewed the proposals and determined unanimously that Kimley-Horn was the preferred consultant for this work.

On December 13, 2016, the Board approved and authorizes the Director of Airports, or designee, to (i) submit and Airport Improvement Program (AIP) grant application to both the Federal Aviation Administration (FAA) and Caltrans, and (ii) sign an acceptance of funds under the California Aid to Airports Program Grant Agreement-Federal AIP Matching Funds grant program to perform an ALP update. The grant funds can be used to reimburse the Airport Enterprise Fund. In addition, the Board approved and authorized the Chair of the Board to sign a Statement of Acceptance with the FAA for grant funds to perform an ALP update. The Airports Division requested authority to execute a two year contract (July 1, 2017 through June 30, 2019) with Kimley-Horn for \$309,400 to perform the engineering and planning for the Buchanan Field ALP update project.

Referral Update:

Airport staff are currently looking at options to understand the cost, implications and benefits in order to make a more informed decision as to the future of Buchanan Field in regards to a runway safety analysis. At the May 10, 2018 Aviation Advisory Committee meeting, a motion was made to add a runway safety analysis to the ALP update.

Recommendation(s)/Next Step(s):

Discuss the Buchanan Field ALP update and runway safety analysis. This is a continuing discussion from the March 8, 2017 Airport Committee meeting regarding an update to Buchanan Field's ALP and runway safety analysis.

Fiscal Impact (if any):

The ALP update received approximately \$285,425 in grants from the FAA and Caltrans. Subsequently the project was expanded to include a runway safety analysis which increased the total project cost by approximately \$100,000. The contract term was extended to June 30, 2021. The Airport Enterprise fund will be used to cover the project expenses.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

11.

Meeting Date: 11/13/2019
Subject: Airport Director's report
Submitted For: Keith Freitas, Airports Director
Department: Airports
Referral No.:
Referral Name:
Presenter:

Contact:

Referral History:

Referral Update:

Recommendation(s)/Next Step(s):

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

11. a.

Meeting Date: 11/13/2019
Subject: 3-acre business park development, Buchanan Field
Department: Airports
Referral No.:
Referral Name:
Presenter: **Contact:**

Referral History:

On December 8, 2015, the Contra Costa County Public Works – Airports Division received a letter of interest from a private party to develop an industrial business park use on approximately 3 acres of land owned by the County and located on the northeast corner of Marsh Drive and Sally Ride Drive on the west side of Buchanan Field Airport. The parcel is designated for non-aviation use on the Buchanan Field Master Plan.

Per adopted procedures, the County notified existing commercial tenants at Buchanan Field and Byron Airport and publicized the notice to solicit other competitive interest in the property. The response deadline was January 14, 2016, and the County did not receive any additional letters of interest to develop this property. On March 29, 2016, the Board authorized County staff to negotiate a lease with the proposed developer.

In November 2016, the development team submitted a development plan application to DCD for the proposed project. Public Works staff would perform the environmental analysis for the project. Airports staff will draft a lease for the 3-acre business park. The lease will be scheduled for the Board's review and consideration when the environmental review process has been completed (the lease may be approved concurrently with the environmental component).

Development of this 3-acre vacant parcel for business park use would expand economic development activity at Buchanan Field Airport and lead to increased revenues to the Airport Enterprise Fund. This development will also facilitate the growth and development as identified in the adopted Buchanan Field Airport Master Plan. A business proposal must be consistent with the Airport Master Plan and General Plan for consideration.

The project was reviewed by DCD and they found that it does not require a planning approval process. On January 11, 2017, the project sponsors submitted the paperwork necessary to initiate the environmental review process. The environmental process was estimated to take 4 to 6 months to complete. However, it has been 14 months and the environmental process is not yet done.

On Tuesday, April 10, 2018, the Board approved to lease with Montecito to develop a business

park on the northeast corner of Marsh and Sally Ride Drive.

Referral Update:

The project is still completing reports and studies for compliance with its environmental mitigation requirements which is required before submitting for building permits.

Recommendation(s)/Next Step(s):

Discuss the 3-acre business park development, Buchanan Field. An application will be submitted for building permits.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

11. b.

Meeting Date: 11/13/2019
Subject: 4.6-acre development, Buchanan Field
Submitted For: Keith Freitas, Airports Director
Department: Airports
Referral No.:
Referral Name:
Presenter: **Contact:**

Referral History:

The development site is approximately 4.6 acres of land owned by the County and located on the northwest corner of Marsh Drive and Solano Way on the north side of Buchanan Field Airport. The parcel is commonly referred to as "Parcel C" and is designated for non-aviation use on the Buchanan Field Master Plan. The parcel is partially (approximately 20%) within the unincorporated County and the balance (approximately 80%) is within the City of Concord. As such, on July 20, 2016, the Board approved an agreement between Contra Costa County and the City of Concord regarding the entitlement process for development of this parcel and the apportionment of tax revenues.

On December 6, 2016, the Board authorized Airports Staff to negotiate lease terms with another entity. Unfortunately, the other entity was unable to proceed with its proposed development and they withdrew its development interest on March 9, 2018.

On March 13, 2018, the Contra Costa County Public Works – Airports Division proactively solicited and advertised for development interest in the 4.6-acre site. The competitive solicitation process was consistent with the FAA Airports District Office's guidance for airport property use. The Airports Division received seven (7) letters of interest from private parties to develop the subject site.

On April 16, 2018, Airports Division staff distributed a RFP to select a master developer to the seven interested parties. The proposals and a \$25,000 development deposit were due on May 25, 2018. The Airports Division received two complete proposals, one from Montecito Commercial Group, LLC and a joint proposal from StoragePRO, Inc. and the Deutscher Properties Corporation.

A Selection Committee comprised of Airports Division staff, a member of the Aviation Advisory Committee, and a City of Concord staff member was convened to review and rank the two proposals. The ranking outcome was the proposal submitted by StoragePRO, Inc. and Deutscher Properties Corporation was unanimously ranked first and the proposal Montecito Commercial Group, LLC was ranked second. They have been meeting with the City of Concord to proceed

through the environmental process. On June 26, 2018, the Board authorized County staff to negotiate a lease and development terms with the respondents in ranked order.

Development of this 4.6-acre vacant parcel for commercial use would expand economic development activity at Buchanan Field Airport and lead to increased revenues for the Airport Enterprise Fund. This development will also facilitate the growth and development as identified in the adopted Buchanan Field Airport Master Plan. A business proposal must be consistent with the Airport Master Plan and General Plan for consideration.

The Claremont Companies, LLC has replaced StoragePRO, Inc. in the development partnership with Deutscher Properties Corporation.

Referral Update:

Geotechnical work has been performed on the site. The project site plan, design, landscaping, and other development application components are underway. County staff is in process of negotiating lease and development terms with the Claremont Properties, LLC and Deutscher Properties Corporation development team. The team members had a preapplication meeting with the City of Concord staff and are planning to submit a development application on October 31, 2019.

Recommendation(s)/Next Step(s):

Discuss the 4.6-acre development, Buchanan Field. This is a general discussion about the status of the proposed project.

Fiscal Impact (if any):

None.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

11. c.

Meeting Date: 11/13/2019

Subject: Proposed relocation of Confire Station 9 to Airport property, Buchanan Field

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

ConFire has identified a preferred location to relocate Fire Station 9 which is an approximate 3-acre site of land located generally east/northeast of the Center and Willow Street intersection on the west side of Buchanan Field Airport. The project would also include an aircraft hangar. The desired location of the fire station is designated for non-aviation use and the hangar location is designated for aviation use on the adopted Airport Master Plan. CEQA analysis of the site is currently underway.

Referral Update:

None.

Recommendation(s)/Next Step(s):

Discuss the proposed relocation of Confire Station 9 to Airport property, Buchanan Field. This is a general discussion about the status of the proposed project. On October 8, 2019, the Board of Supervisors authorized Airports staff to negotiate development and business terms with ConFire for this project.

Fiscal Impact (if any):

None.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

11. d.

Meeting Date: 11/13/2019

Subject: Development of 16-acres for non-aeronautical use, Buchanan Field

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

FAA forecasts are used to determine long-term demand for aviation facilities and the amount of land needed for those facilities. The land denoted for aviation use on an airport layout plan (ALP) correlates to the long-term aviation facility needs.

The existing ALP shows the approximate 16-acres of vacant land on the northeast of Marsh Drive and Sally Ride Drive (generally across from the Airports Division office) for aviation use. In order for that land to be used for aviation facilities, a taxilane would need to be extended from the airfield. Further, that taxilane would cross Sally Ride Drive causing it to be severed. Thus, a new second connection to Marsh Drive would be required on the north end so that tenants can continue to access their hangars/buildings once the taxilane is installed. These combined improvements would be very expensive which would likely cause the land to remain vacant and unproductive.

The current forecasts for the ALP update indicate there is substantially more land currently reserved for aviation uses than needed to meet future demand. This, combined with the high cost to connect this property to the airfield, make the 16-acres economically infeasible for aviation use. As such, it was determined that this land should be released for non-aviation use.

County staff discussed the findings the FAA Airport District Office staff and they conceptually agreed with the approach and suggested that a land release request package be prepared in order for them to make a determination. The cost to prepare a documented categorical exclusion (CATEX) is approximately \$122,000. It is possible that an Environmental Assessment may be required if there are identified critical items during the preparation of the CATEX or if the FAA determines that a higher level NEPA evaluation is necessary.

Subsequently, the Airports Division received a letter of interest to develop this property for non-aviation use. A competitive solicitation process commenced, and the County did not receive any competitive interest. On December 4, 2018, the Board authorized negotiations for a ground lease and development terms with the Montecito Development Company, LLC for the

approximate 16-acres. Completion of the FAA release of the 16-acres for non-aeronautical use is required before a lease can be executed.

An Exclusive Negotiating Agreement (ENA) between Montecito Development Company and the County was reviewed by the Board at their May 7, 2019 meeting. The ENA is necessary for the development team to identify potential tenant(s) and to feel confident in proceeding with all of the review processes, including Federal NEPA environmental review, necessary to complete the FAA process for the release of the land for non-aviation uses. It will also enable the parties to proceed with the land use entitlement process and the CEQA process, as mandated by State law.

Referral Update:

On June 18, 2019, the FAA sent written confirmation of their intent to release the airport property for non-aeronautical use. The final FAA approval of the land release request will be based on successful completion and review of the formal land release package submittal by the County. Montecito Development Company is completing partnership terms with other entities to develop this project. While the FAA was reviewing information related to the land release request, they found that this property along with the adjacent 3-acres and the Reynolds & Brown lease site (where Sam's Club, Enterprise Car Sales, Taco Bell and Jiffy Lube are located) were formally released for non-aeronautical use on March 11, 1983. As such, the development team will start compiling the information needed to start the entitlement process.

Recommendation(s)/Next Step(s):

Discuss the proposed non-aeronautical development of the approximate 16-acres.

Fiscal Impact (if any):

The release of the 16-acres was added to the ALP project which, received approximately \$285,425 in grants from the FAA and Caltrans. Adding the land release request package and runway safety analysis(see item 10) to the to the project increases to the total project cost to approximately 650,000. However, since the property was previously released for non-aeronautical use, the total project cost is now about \$350,000. The Airport Enterprise Fund will be used to cover the project expenses.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

11. e.

Meeting Date: 11/13/2019

Subject: Discuss Proposed Development of Rows A & B for Aeronautical Use at the Byron Airport.

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

On September 18, 2019, the Contra Costa County Public Works – Airports Division received a letter of interest from a private party to develop approximately 3 acres of land owned by the County and located on the northwest corner of Falcon Way and Eagle Court on the southwest side of Byron Airport. The parcel is designated for aviation use on the Byron Airport Master Plan.

Per adopted procedures, the County notified existing commercial tenants at Buchanan Field and Byron Airport and publicized the notice to solicit other competitive interest in the property. The response deadline was October 14, 2019, and the County did not receive any additional letters of interest to develop this property. A Board Order has been scheduled on the Board's November 5, 2019, calendar to authorize County staff to negotiate lease and development terms with the proposed developer.

Referral Update:

Recommendation(s)/Next Step(s):

Discuss the proposed 3-acre aeronautical development at Byron Airport.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

12.

Meeting Date: 11/13/2019

Subject: Review and approve the 2020 Airport Committee Schedule (see attachment)

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

Referral Update:

Recommendation(s)/Next Step(s):

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

13.

Meeting Date: 11/13/2019
Subject: Future agenda items
Submitted For: Keith Freitas, Airports Director
Department: Airports
Referral No.:
Referral Name:
Presenter:

Contact:

Referral History:

Referral Update:

Recommendation(s)/Next Step(s):

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

AIRPORTS COMMITTEE

14.

Meeting Date: 11/13/2019

Subject: The next meeting is tentatively scheduled for Wednesday, February 12, 2020 at 11:00 AM

Submitted For: Keith Freitas, Airports Director

Department: Airports

Referral No.:

Referral Name:

Presenter:

Contact:

Referral History:

Referral Update:

Recommendation(s)/Next Step(s):

Attachments

No file(s) attached.
