



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: October 13, 2015

TO: Mayor and Councilmembers

FROM: Administration, Airport Department

SUBJECT: Memorandum Of Understanding With The City Of Goleta For A Runway Protection Zone Analysis

RECOMMENDATION: That Council:

- A. Approve and authorize the City Administrator to execute a Memorandum of Understanding, in a form acceptable to the City Attorney, with the City of Goleta for selection of a consultant for a Runway Protection Zone Analysis for Goleta's Proposed Ekwil Fowler Circulation Improvement Project; and
- B. Increase estimated revenues and appropriate \$100,000 in the Airport Operating Fund to provide the initial cost for the analysis, which will be reimbursed by the City of Goleta.

DISCUSSION:

Executive Summary

The City of Goleta proposes to construct a roundabout at the intersection of James Fowler Road, Fairview Avenue, and Placencia Street and to extend James Fowler Road through Santa Barbara Airport property to the southern end of Kellogg Avenue ("Proposed Project"). The Airport property impacted by the Proposed Project is designated as a Runway Protection Zone (RPZ), the most important safety area under the approach to a runway. The purpose of the RPZ is to protect lives and property on the ground in the area where off-airfield accidents are most likely to occur.

Airport staff believes that the Proposed Project is incompatible with the use of the RPZ and the policies that govern it. The purpose of the proposed RPZ Impact Analysis is to demonstrate what safety risk the project would present to make informed future decisions about the project on Airport Property and within the RPZ.

The proposed Memorandum of Understanding is tentatively scheduled for the Goleta City Council to review and approve on October 20, 2015.

Background

The City of Santa Barbara previously supported the proposed use of Airport property to construct an extension of James Fowler Road to a new intersection on State Route 217, as this would improve Airline Terminal access and benefit Old Town Goleta. In 2003 opposition from UC Santa Barbara led to the removal of the intersection on State Route 217 in the project description.

In 2011 a Draft Environmental Impact Report (EIR) showed two proposed alignments of the roadway/roundabouts. One proposed alignment would have avoided the central portion of the RPZ, while the other alignment would require more Airport property, including property in the central portion of the RPZ, but avoided condemnation of the South Kellogg Recycling Facility by the City of Goleta. The Goleta City Council certified the EIR adopting the alternative that avoided condemnation of the South Kellogg Recycling Facility in Goleta, but required more Airport property.

In 2012 the Federal Aviation Administration (FAA) revised the Airport Design Advisory Circular (AC 150/5300-13A) to define more stringently the land uses that should be avoided in RPZs. The FAA is not a land use authority and it does not approve or deny any development. However it does require consultation for land uses proposed in the RPZ, including roadways. The Airport submitted both alternate roadway designs identified in the EIR for FAA review in August 2013. In April 2014, the FAA responded that if either alternative was to be considered, an RPZ Impact Analysis would need to be performed.

Project Purpose

While the project would improve travel between the Airline Terminal and Old Town Goleta, the principal benefit of the project is to increase development potential in the southern portion of Old Town Goleta. This area includes property in the RPZ that is not under City ownership and also includes private property below the main instrument runway approach.

Memorandum of Understanding for Risk Analysis

The purpose of the RPZ is to protect lives and property on the ground in the area nearest a runway end where accidents are most likely to occur. According to CalTrans Aeronautics Division, 60% of departure accidents and 40% of arrival accidents occur within 2000 feet of the edge of a runway.

Generally the FAA seeks to put RPZ land in Airport control as a resolution of these safety risks. An airport proposing to introduce new land uses in an RPZ of an existing runway is very rare. Additionally, the need to rezone the proposed road site from Airport Approach and Operation Zone (A-A-O), to a zone that permits public roads

would conflict with FAA Order 5190.6B, and Grant Assurance 21, which compels the City to take all appropriate actions to zone and control compatible land use.

Staff does not support the James Fowler Road Extension as currently proposed by the City of Goleta. The City of Goleta requested that the Airport conduct an RPZ Impact Analysis at Goleta's expense to quantify risks and explore safety enhancements to help the City of Santa Barbara understand potential project alternatives. Goleta has agreed to reimburse the Airport for the cost of the analysis. A Memorandum of Understanding was created between the two cities to establish the framework for this assessment. In order to proceed with a request for qualifications to identify a consultant with the requisite experience and qualifications to perform an RPZ Impact Analysis, staff requests that Council authorize the City Administrator to enter into the Memorandum of Understanding with the City of Goleta.

BUDGET/FINANCIAL INFORMATION:

Pursuant to the Memorandum of Understanding, the City of Santa Barbara will solicit proposals and negotiate an agreement with a qualified consultant for the RPZ Risk Analysis. The City of Goleta will reimburse the City in an amount not to exceed \$100,000. If the fee proposed by the selected consultant exceeds \$100,000 the City of Goleta has the right to terminate the MOU, and neither city will be bound by the terms of the MOU, nor have any obligation to perform or obtain any future analysis for the Proposed Project.

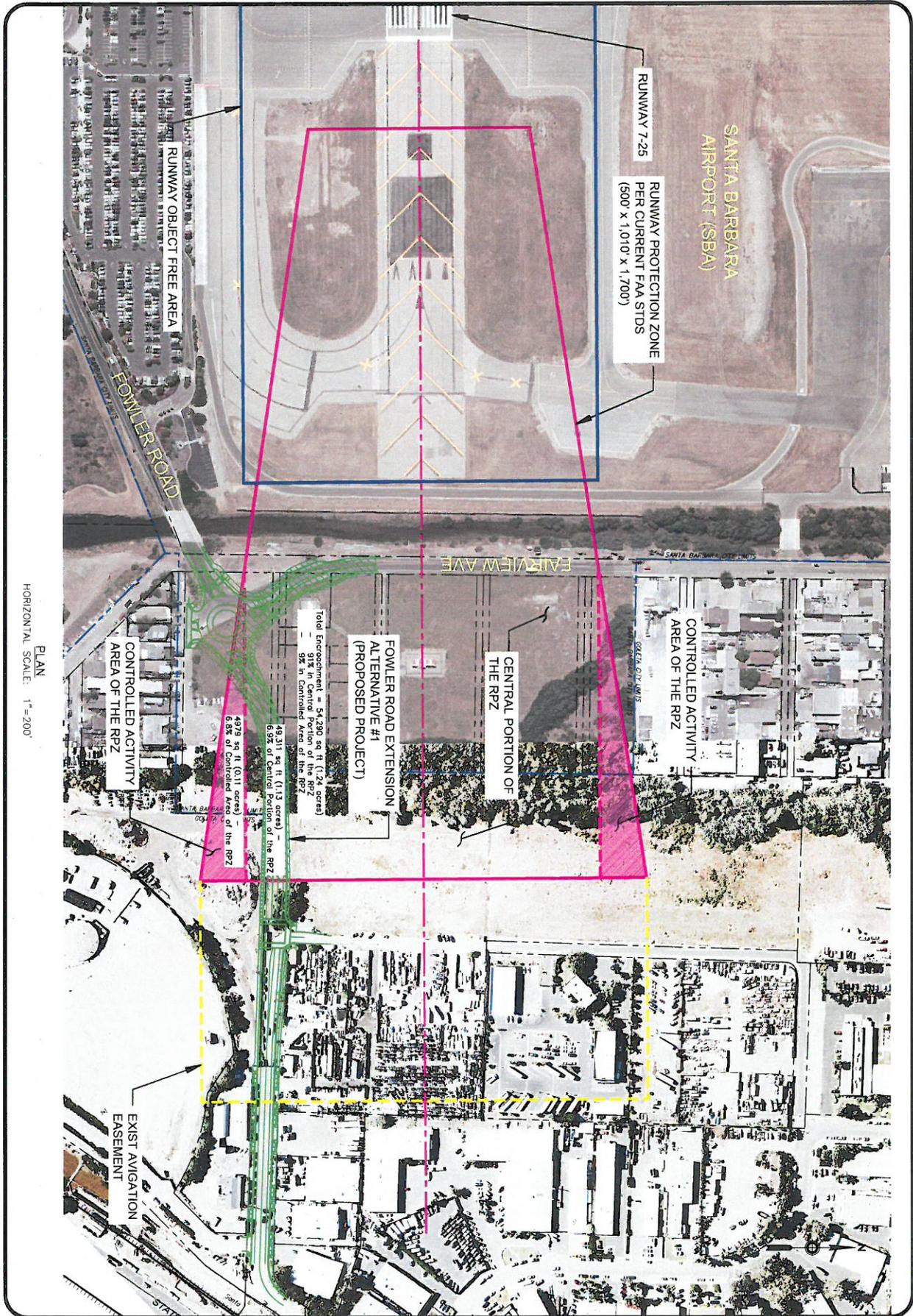
The Memorandum of Understanding is on file for review in the City Clerk's Office at City Hall, 735 Anacapa Street.

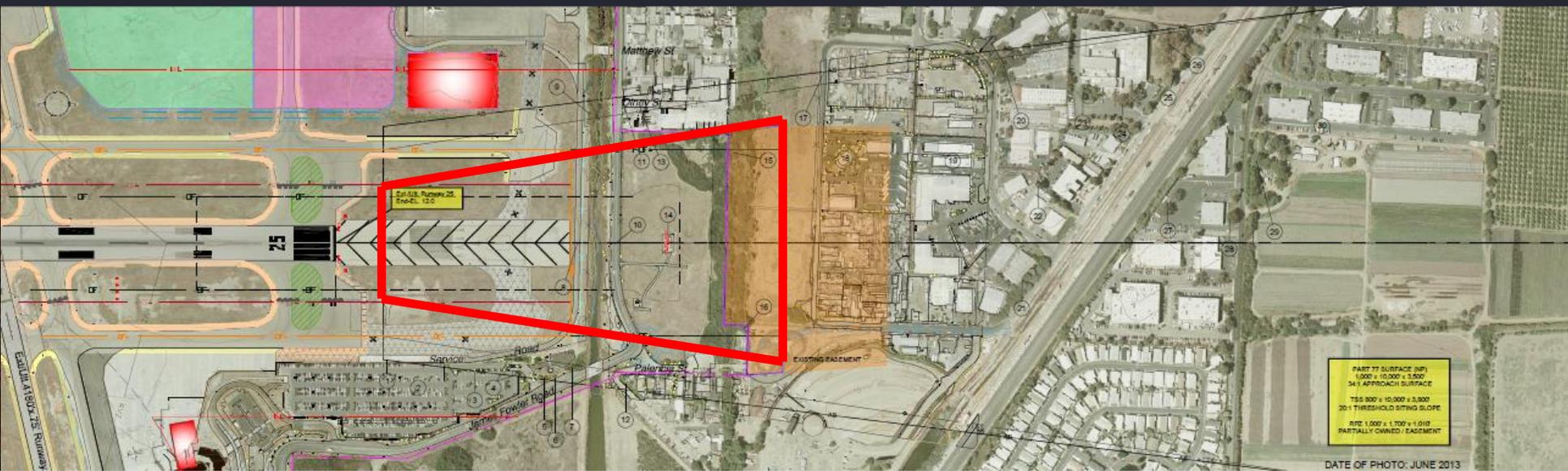
ATTACHMENT: Site Map

PREPARED BY: Andrew Bermond, Project Planner

SUBMITTED BY: Hazel Johns, Airport Director

APPROVED BY: City Administrator's Office





SANTA BARBARA AIRPORT

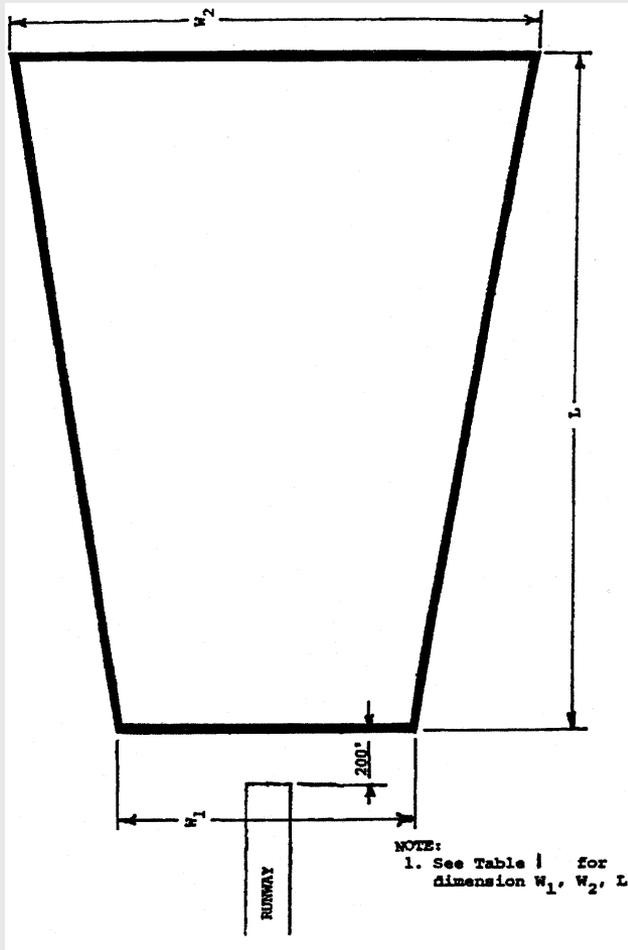
RUNWAY PROTECTION ZONE (RPZ) IMPACT ANALYSIS

Memorandum of Understanding

Summary

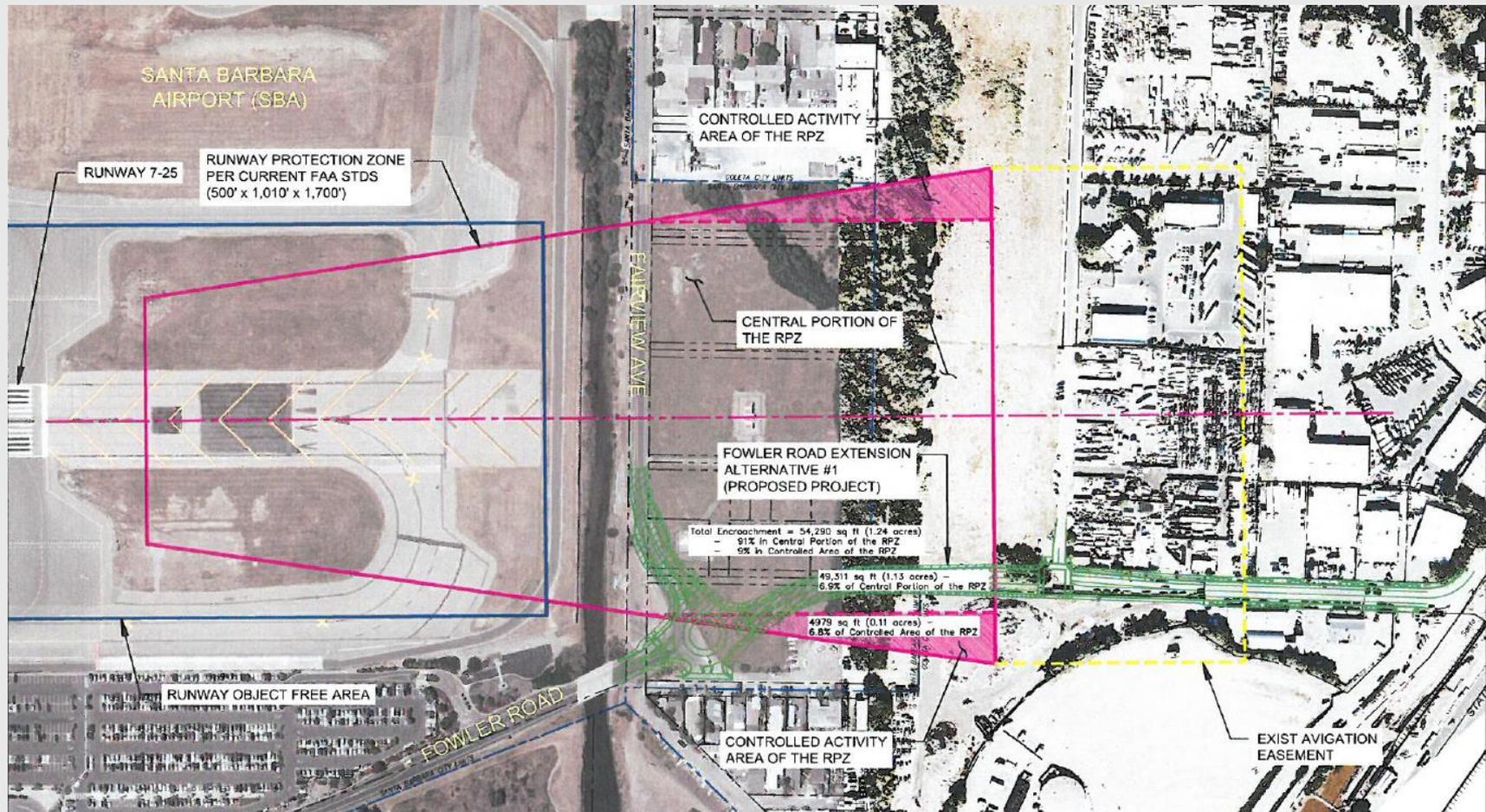
- Runway Protection Zone
- Proposed Fowler Road Extension
- RPZ Impact Analysis
- Memorandum of Understanding

Runway Protection Zone (RPZ)



- FAA AC 150/5300-13A
 - Discourage development
 - Encourage airport ownership
 - Closed “parking lot” loophole for RPZ land use
 - Limits uses to agriculture and passive open space

Proposed James Fowler Road





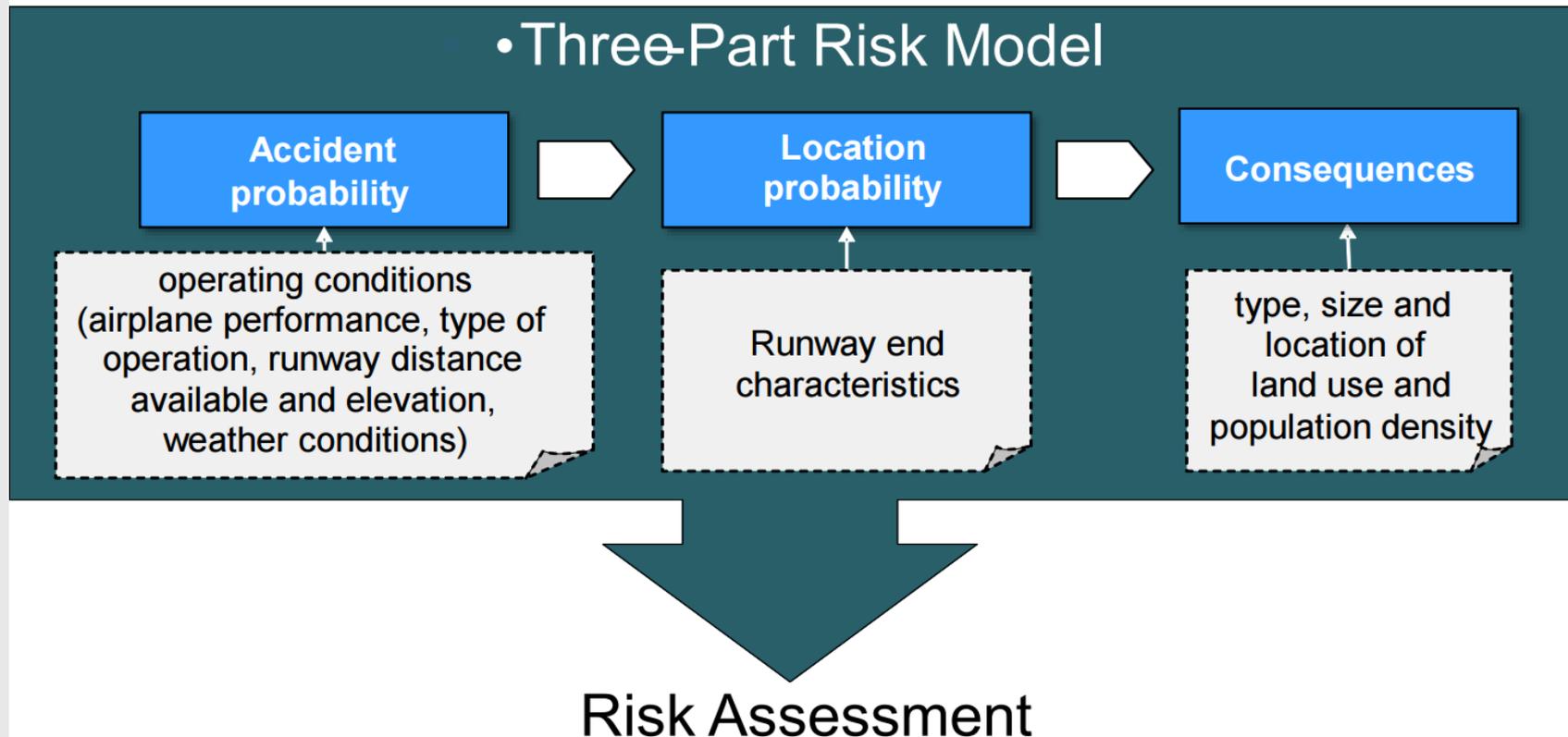
Ekwill-Fowler Project



RPZ Impact Analysis

**Risk definition: Likelihood of the worst credible outcome
(consequence)**

• Three-Part Risk Model





Consider Alternatives

- Avoid RPZ
- Tunnel through RPZ
- Relocate RPZ (displace Runway 7-25)
- No project

Memorandum of Understanding

- Under the proposed MOU
 - City would hire aviation planning firm to conduct analysis
 - Goleta would reimburse City <\$100,000
 - Goleta would retain right to terminate MOU
 - Analysis would inform City Council decision
- At Goleta City Council October 20

Questions

