Meeting: 10/17/18
Agenda Item No. 5

**City of Santa Barbara**
Airport Department

**DATE:** October 17, 2018

**TO:** Airport Commission

**FROM:** Aaron Keller, Interim Airport Director AK

**SUBJECT:** Runway Incursion Mitigation Taxiway H Extension Project Update

## RECOMMENDATION:

That Airport Commission receive a staff presentation regarding the Airport's Runway Incursion Mitigation Program - Taxiway H Extension Project.

## DISSCUSSION:

Project Description

The Airport Master Plan identifies a number of safety projects which address the Federal Aviation Administration Runway Incursion Mitigation (RIM) program goals. The westerly extension of Taxiway H, by about 4,000 feet, is the primary RIM element of the Master Plan. The extension would provide a full length taxiway on the north side of Runway 7-25, and eliminate the runway crossing currently at the west end of Taxiway C.

A key RIM strategy is to reduce/eliminate runway crossings, particularly in the middle third, or high impact area, of the runway. Extension of Taxiway H would provide aircraft originating or terminating their flights on the north side of the Airport direct access to and from the runway, without having to cross the middle third of the runway as they are required today.

The engineering firm Kimley Horn has been hired by the Airport to design the improvements needed to construct the taxiway extension. To date they have nearly completed the initial phase of their work which includes:

- Layout of the taxiway extension with several alternatives
- Review of project impacts to wetlands
- Review of project impacts to navigation systems (Glideslope)
- 25% level design of the preferred alternative

Alternatives

The alternatives differ in the treatment of the aircraft hold/run-up areas and the location of runway exit taxiways to the new extension.

Staff has met with Air Traffic Control Tower representatives to review the benefits of each alternative and concluded that Alternative A is the most desirable configuration. Alternative A includes a hold/run-up apron on the north side of the extended taxiway and has a connecting/exit taxiway which is outside of the high impact zone of the runway.

The other alternatives are shown on the attached exhibit.

Funding

Funding is to be provided by FAA Airport Improvement Program (AIP) grants and Airport grant matching funds. At this time the total project cost is estimated to be about $14,300,000. The project will include the use of a portion of the Airport's AIP entitlement grant funding in Federal Fiscal Year (FFY) 2019 and the entirety of AIP entitlement grants for FFYs 2020 through 2022. The FAA has also indicated discretionary AIP grant funding is available for construction of the project in FFY 2022.

Schedule

Environmental review of the project is scheduled to begin in July 2019. This is a 24 month process and final design and permitting is scheduled to be completed in 2022 with construction beginning in 2022.

**PREPARED BY:** Owen Thomas, Supervising Engineer