



# County of Yolo

DEPARTMENT OF COMMUNITY SERVICES  
PUBLIC WORKS DIVISION

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## MEMBERS:

*DISTRICT 1 Samuel Bivins*  
*DISTRICT 2 Bruce Eldridge*  
*DISTRICT 3 Kevin Spesert*  
*DISTRICT 4 Steve Zehner*  
*DISTRICT 5 Hans Strandgaard*  
*AT LARGE Olin Woods*

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*County Staff: Panos Kokkas*

## AGENDA

UC Davis Airport; Thursday, July 28, 2016, **4:00 – 5:30 PM**

### 1. Tour UC Davis Airport

Airport director, Cliff Contreras, has been working at UCD for 30 years, first as parking administrator for medical center, and then as head of TAPS, which includes the airport. The airport started off with an educational mission, with an aeronautical engineering program that used it as a flying laboratory. It ran in the red for many years and needs a lot of improvements. The airport primarily serves the Cal Aggie Flying Farmers (Pilots Club with about 75 members). Also, Steve Robinson, a former NASA astronaut and UCD alumnus, who works in the mechanical and aerospace engineering program, has a 4000 square foot hangar at the airport that he uses for research. The airport generates a little revenue from fuel sales, hangar space rental, tie down space rental. There is a huge waiting list for hanger space at the airport. Revenue comes in from the University, the FAA, flying club fees and from the on-site plane maintenance company called Davis Air Maintenance.

There are approximately 100 take-off and landings a day at the airport and 70 aircraft are housed there. Some neighbors to the north of the airport complain about noise generated by the airport as well as flight height over nearby homes. There are plans to repave and widen the 3200-foot long runway to 50 feet wide, which would make it safer, especially for new pilots. The maximum plane weight allowed at the airport is 12,500 pounds. The University is working on an updated the Airport Layout Plan with proposed improvements. Because of the vertical clearance envelope around the airport, the length of the runway cannot be increased. The runway has night lighting.

In years past, there was some debate over whether UC Davis should continue to operate

the airport. In the past, the airport received numerous grant funds from the FAA. Those grants required the airport to remain open for at least 20 years after it last received a grant. For many years UCD avoided applying for FAA grants because of the uncertainty with keeping the airport open. However, because of worsening maintenance issues and lack of university funding, a decision was made to take more FAA grant funds, ensuring that the airport will remain open until at least 2024.

The airport's operation impacts development on the west side of Davis. The area from Highway 113 to CR-98 is impacted by the airport. A K-6 school was planned for the West Village development, but it couldn't be built because it would have been in the flight path from the airport. FAA gets involved in reviewing any development plans for the area west of HW113. Other than the buildout of West Village, there aren't immediate plans to further develop university property west of 113 that would require FAA approval. There has been some discussion about moving the campus dairy to somewhere west of Hopkins Road, which could present issues in the future.

Caltrans inspects this airport every year on behalf of FAA. The list of needed improvements began to grow when Caltrans realized the university wasn't pursuing FAA funding. Current acting chancellor and provost have decided to allow the airport to pursue more FAA funding. The airport requires a great deal of maintenance. While the runway and taxiway are fine for now, the tarmacs and aprons have issues. The airport plan update will require about \$300,000 in engineering costs. Trees are an issue for Caltrans, as is weed abatement

Previously, UCD thought about consolidating with the Yolo County Airport, but FAA did not want to allow that. UCD doesn't allow crop dusting with pesticides out of the airport, but some private parties do some fertilizing crop dusting at the airport at no charge.

Planned CR 98 improvements are far enough away that they will not be a concern to the FAA.

## 2. Approval of Minutes of May 26, 2016

One typo: On item No. 6, change "build" to "built." Motion to approve as corrected carries unanimously.

## 3. Follow-up on County posting of Agenda and Minutes on Co. Website

Some things from Hans' disc have made it on the website, but not the annual work plan. So there is still some work to be done with getting TAC materials posted.

## 4. Yolo Track Relocation Project Follow-Up-BOS(Strandgaard)

Hans noted that the Board of Supervisors received presentation from Courtney Adams in March about the track relocation project. BOS directed staff to continue looking for funding to make project happen. No money allocated as of yet. County Administrator has the lead on this. But staff has not received much information about future track relocation planning efforts.

Bruce Eldridge expressed interest in developing a statement that acknowledges that Union Pacific Railroad wants to close CR 32-105 grade crossing. Board of Supervisors has acknowledged this, wants plans to close crossing integrated with the proposed track relocation process to ensure coordination occurs. Bruce says if the crossing is closed, garbage trucks going from West Sac to landfill will have to go through Davis. They would have to travel an additional two miles to get to and from the landfill, and would impact traffic on Mace Blvd. Union Pacific does not care about this impact, and the PUC seems to be willing to side with the railroad. UP has offered the County only \$2500 to address any traffic concerns that the closing would cause. The City of Davis came out against the closing since it would have impacted the planned innovation center which was going to be on the ballot in November, but it appears that project is delayed. The TAC and County staff will monitor the environmental review process for the grade crossing closure. A stop sign would not adequately address the issues that have come up at the crossing.

#### 5. Stevenson Rd. Bridge retrofit project status update

This project on the border between Yolo and Solano is being led by Solano County with each county contributing 50% of the cost. Solano County doesn't have a consultant in place to design the bridge retrofit yet. Staff has not heard anything recently from Solano County about progress on the project.

Yolo County was involved in the decision to retrofit rather than replace bridge. There was a great deal of political pressure on BOS to retrofit due to historical preservation concerns. Tom Stallard was on the board back then, was very concerned about historical preservation.

Public Works may have had some input, but it was mostly a political decision. The process started in 1998 and has received several time extensions on funding that was due to expire. Although retrofitting the bridge will continue to prevent farmers from getting equipment across the bridge, it is unlikely that the decision to retrofit the bridge instead of replacing it with a more functional design will be revisited.

There are individual agreements for each multi-county project to decide which county will take the lead. Yolo is responsible for paying 50% of any costs outside of the HBP funding on the project. Typically, the agreements are approved by both participating counties' Board of Supervisors.

Panos will talk to his counterpart at Solano County and see what's going on with the project and obtain the CEQA documents.

Solano County has better roads than Yolo because under the formula for allocating transportation funds, Yolo County has 800 miles of roads and 175,000 registered vehicles whereas Solano has 200 miles and 500,000 registered vehicles. The formula is weighted in favor of number of registered vehicles. Some have suggested changing the formula, but counties are concerned that revising the formula might also result in cities receiving greater shares of funds.

Bruce asked about work that Solano appeared to be doing to Pedrick Rd. south of the

county line, but Hans says that work is telecom-related and not road related. They're not widening the road but rather installing underground cables via directional boring. The telecom lines are installed at edge of right-of-way to avoid future problems when doing road maintenance. Panos noted that Yolo County has required the continuation of these new telecom lines to be above ground when they come into the County.

#### 6. Public Works Update (Kokkas)

Public works have received a winning bid of approximately \$47,000 for the Esparto SR16 crossing's flashing beacons. The County has also received excellent bids for the Zamora CR-12 bridge replacement that are below the budget.

Clarksburg Road project has been bid out—low bidder was way low (\$1.3 million, expected \$1.8 million). That bid is well done, no errors. They are going to award to the low bidder. The contractor wanted to start in August, but the County will wait to start until September to avoid affecting harvest traffic.

Bruce Eldridge requested a status update on CR-103. It was closed for a long time, and then half was paved, and then there was a sign for road closure towards Woodland. Panos noted there was an issue with putting down a water line for Woodland-Davis Water Project. The engineering firm wanted to put the pipe in the middle of the road; staff wanted it in a nearby field. The issue was ultimately resolved by a compromise to put the pipeline on one side of road and then repaving that half of the road.

#### 7. Next Meeting Agenda Items

Yolo Bus/YTCD update. Yolo Bus ridership numbers and budget; planning for transportation to Arena. Hans will check with Terry Bassett/Mike Luken to see if either of them can come in again.

Olin noted that the ribbon cutting for Woodland Davis Water Project was today. He wondered if the TAC would like to take a tour and hear more about the project.

#### 8. Next Meeting Date, Time and Location- September 22, 2016 Cache Creek Conference Room