

# Board of County Commissioners

## Agenda Request

Date of Meeting: April 5, 2010

Date Submitted: March 26, 2010

To: Honorable Chairman and Members of the Board

From: Benjamin H. Pingree, County Administrator  
Tim Barden, Assistant County Administrator  
Doug Jones, Director, Public Services  
Rick Thornburg, County Airport Manager

Subject: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

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### **Statement of Issue:**

This agenda item is an update to the Board on the Wakulla County Airport including incidents, funding opportunities and improvements, and requests Board approval of a Resolution to execute a Supplemental Agreement to the Airport's Joint Participation Agreement. On March 17, 2010, District 3 FDOT Aviation officials approved a change in JPA Project No. 42252519401 allowing the county to use funds remaining from the Airport Layout Plan (ALP) grant on other airport improvements. Approval of a resolution (Attachment #1) authorizing the execution of the Supplemental Agreement (Attachment #2) is requested.

### **Background:**

After an incident at the Wakulla County Airport on November 22, 2009, the Board directed staff to review operations and practices at the County Airport. The Board directed staff to review the recent incident at the Wakulla County Airport to include a review and create a timeline pertaining to County activities relating to 2J0 over the last 4 years; identify funding opportunities; define what funding opportunities are presently being sought and the time frame for such; and define what improvements are presently being considered, and bring back as an agenda item at a future Board meeting.

### **Analysis:**

The following is an analysis of the incident that took place on November 22, 2009, a brief synopsis of Board action relating to the Airport since 2006, a timeline of key activities from 2006 to the present for staff, airport activities and improvements, airport related meetings, action by the Board of County Commissioners, and volunteer support. In addition, the future Airport plans and grant funding are addressed in the final section of this update. Some activities may have been missed or overlooked. Staff has tried to create a timeline of highlights and key events based on existing records available for review.

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 2

---

**November 22, 2009 Incident**

In the late afternoon on November 22, 2009, a pilot lost control of an aircraft while landing at the airport. The pilot reported (by email December 7, 2009) that the runway was soft and “watery” causing him to lose control of the plane. Fortunately, there were no injuries. Chief Russell of the Ochlockonee Bay VFD saw the aircraft, alerted Station 7, and verified there were no injuries. Chief Russell also reported the incident to the Wakulla County Sheriff’s Office alerting them that an officer did not need to be dispatched. Mr. Steve Fults, a resident of Tarpine, reported the incident to Airport manager Rick Thornburg who immediately came to the scene only to find that the airplane had been removed from the airport. Mr. Thornburg made detailed notes and diagrams of what he found; measuring the distances of where he believed the plane had touched down, lost control, and come to a rest. Mr. Fults also reported the incident to the FAA who dispatched Michael Singleton who conducted an investigation on December 9, 2009, the results of which have not been released at this time.

The Airport Manager reviewed Section 6 of the Wakulla County Airport Rules & Regulations, as well as FAA Guidelines, for reporting aircraft accidents. Section 5.20 “Notification” of the County Rules states it shall be the responsibility of any person or Airport tenant who observes or has knowledge of any type of Airport Emergency which has not to their knowledge been reported, to initiate a report as specified. In this case, Ochlockonee Bay VFD Station 7 officials had responded and the Sheriff’s Office had been contacted. The Rules place other duties upon the Airport Manager (e.g., secure and control access to the scene, coordinate emergency response, and preserve an accident scene so authorities can conduct investigations) however; as the aircraft had already been removed from the scene the Airport Manager concentrated on documenting the markings left on the airfield following the mishap.

The Federal Aviation Regulations state that it is the duty of the operator of an aircraft involved in an accident to report the accident to the National Safety Transportation Board (NTSB) or FAA. Both the Airport Rules & Regulation and the FAA rules also state that in any accident where significant damage is done to an aircraft, the aircraft is not to be removed from the scene until an investigation is conducted. In this case, the aircraft had been removed from the scene before any investigation could take place. In hindsight, this infraction should have been reported to the Sheriff’s Office for investigation but was not.

The incident is a reminder of the importance of a quick and correct response in the event of a serious accident at the Airport. The previous Airport Manager, John Russell, had begun the process of developing a detailed Airport Emergency Response Action Plan to put into effect when an accident or other emergency takes place. The current Airport Manager is in the process of reviewing the plan and revising as needed.

**Review and Timeline of Key County Airport Activities 2006-2009**

The history of the Wakulla County Airport dates back to the late 1960's when the airport was donated to Wakulla County under the condition that the property remains a public airport. In the mid 1980's, the Tarpine Fly-in community was developed affording residents direct access to the airport.

The Wakulla County Airport Association started in 2001 and donated time and money in maintenance of the Airport. In 2005, Mr. John Russell was elected President of the Wakulla County Airport Association. From 2006-2010 the following has occurred:

**1. Staff Airport Activities and Improvements:**

**Buildings, structures, and hazards have been removed from the runway surface**

**February-March 2007**, Bryan Roddenberry with the assistance of inmate labor, dismantled the old aircraft hangar on the south end of the field, removed dead trees, tires, and construction debris from various locations on the field, and began dismantling the fence on the north end of the field that was destroyed in a tropical storm. The canopy hangar owned by Delacy Peavy was also removed at that time.

**March-April 2007**-ESG relocated field irrigation pump from a Tarpine residence adjacent to field, installed new power service, pump house, and suction pump in lake. System is tested, inspected and maintained by ESG's Mike Rose & Bryan Roddenberry.

**August 2007**-Wakulla County Airport Association President John Russell is successful in obtaining a \$75,000 grant to develop a Digital Airport Layout Plan for the Airport.

**October 1, 2008**-The County establishes a budget for Airport operations and advertises to hire an Airport Manager.

**November 2007**-John Russell is hired as the first Airport Manager.

**November-December 2007**-John Russell developed proposed Rules & Regulations for the Wakulla County Airport and began to review and pursue available grant opportunities to fund airport improvements at the State level.

**January 1, 2008**- Wakulla County Airport Rules & Regulations and Tie-Down Lease Agreement to be entered into between the Airport and Renters are posted on the county web site. These regulations define and set forth the scope and area of responsibility pertaining to the safe and efficient operation of the Wakulla County Airport, provide for the safe and efficient operation of the facility as a Public Airport, and to provide for the health, safety, and welfare of the flying public. These regulations are adopted under various provisions of State, Federal, and local laws.

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 4

---

**March 2008 to present**-Bryan Roddenberry handles maintenance of the runway. This involves regular mowing ( 4 to 6 hour event every 7 to 14 days during the growing season), checks and repairs the irrigation system, checks runway lighting system, weed eating, herbicide application to control fire ants and other pests, painting of tires that serve as runway light protectors., and other routine field maintenance chores.

**January 12, 2009**-Runway “rolled” by Bryan Roddenberry with rental equipment.

**May 13, 2009**-Tarpine Easement Agreement Approved and Signed

**July 12 & 22, 2009**-Ditches along airfield cleaned of debris by community service help

**July 22, 2009**-Removed abandoned electrical service from airfield.

**July 6, 2009**-Abandoned Light Pole was removed by Progress Energy

**November 16, 2009**-Rick Thornburg is hired as Airport Manager

**December 2, 2009**-The Airport Layout Plan (ALP) is forwarded to Planning & Zoning to begin the process for inclusion in the next adoption of amendments to the Comprehensive Plan.

**December 2009 –February 2010**- Rick Thornburg gathered information on Airport Authorities, Advisory Committees and other airport governance mechanisms for background information on creating a Wakulla County Airport Advisory Committee.

**January 3, 2010**-Relocation of Tie Downs from mid field to south end of field was begun.

**January 10, 2010**-Runway rolled with equipment from ESG

**January-March 2010**-Rick Thornburg issued RFQ’s and gathered replies to add Frangible Windsocks, Closure Banners, Fencing, Porto Potty service, Signage, and a telephone for the airport.

**January 20, 2010**-Abandoned Wind Sock pole removed

**January 25, 2010**- Began sending letters to residents at south end of field of requirements to remove vegetation infringing on the air space per Florida Statutes and local code of ordinances.

**February 11, 2010**-Draft bylaws and resolution for the establishment of a Wakulla County Airport

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 5

---

Advisory Committee were sent to legal for review.

**February 15, 2010**-Doug Jones, with the assistance of Rick Thornburg, Tim Barden, and Steve Fults, updated all projects in the Joint Automated Capital Improvement Program (JACIP) database (Attachment #3).

**February 19, 2010**-Rick Thornburg and Bryan Roddenberry completed the relocation of tie downs from mid field to south end.

**February 2010**-Rick Thornburg developed requirements for leases, access agreements, and operating rights at the airport.

**February 2010**-ESG contacted FDOT to clean out the culvert at the entrance to the Refuge at Panacea development to allow improved drainage from the north end of the runway and airport property. ESG was given permission to do the work, cleared the culvert and adjacent ditches, immediately improving drainage.

**March 10, 2010**-Removed remaining lime rock foundation from former field hangar location, removed top 6" of soil to eliminate all remaining roofing nails, and brought in fill dirt to restore field to proper level.

**March 19, 2010**-Letter sent to owner of Refuge of Panacea, adjacent to the airport, addressing the necessity to cut vegetation on this land that infringes on the airport protection zone.

**March 26, 2010**-Draft "Requirements for Leases, Access Agreements, and Operating Rights at Wakulla County Airport" forwarded to legal for review.

**March 26, 2010**-Airport is inspected by FDOT Airport Inspection & Safety Manager Dave Roberts and is approved for license renewal as a Public Airport.

**Present**-Staff continues to address ongoing improvements at the Airport, solutions to the drainage problem, updating of the Rules & Regulations, requirements for Access Agreements, User Fees, notification of adjacent land owners of possible violations of the Airport Protection Zone, and updating of the Airport Master Plan and Emergency Procedural Manual.

**2. Airport Related Meetings:**

County staff works closely with the Aviation Office of the Florida Department of Transportation in Tallahassee, the District 3 FDOT Office in Chipley, and the FAA Offices in Orlando and Tampa. It also works closely with consultants from Planning Technology, Inc., PBS&J, and

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 6

---

Kimley-Horn and Associates, Inc., the Tarpine Community, ESG, Parks & Recreation, and interested citizens. While numerous meetings have occurred over the years, staff was only able to document those meetings occurring since May 2009. The following meetings have taken place:

**May 26, 2009 at FDOT in Tallahassee** - Wakulla County was represented by Commissioner Howard Kessler, John Russell, Tim Barden, and Doug Jones. FDOT staff included Airport Inspection & Safety Manager Dave Roberts, Airspace & Land Use Manager Sergey Kireyev, Airport Planning Manger Abdul Hatim, and District 3 Aviation Modal Manager Philip Deal. Robert Ori of Planning Consultants Inc. and Robert Enser of PBS&J were also in attendance. The primary focus of the meeting was to discuss the issue of easements at the Airport. Other issues discussed concerned the Airport Rules & Regulations, ALP update, County commitment to the airport and future projects. The County was discouraged from granting any additional easements beyond what was already granted to Tarpine, as this would eliminate the possibility of obtaining state or federal funding. The State did encourage the establishment of revenue generating activities at the airport and providing Fixed Base Operators with Access agreements. The County was encouraged to acquire land adjacent to the airport to allow for expansion and alleviate many safety concerns such as the proximity of Hamaknockers Oasis Restaurant and the new Airport hangars to the airport runway.

**November 25, 2009 at BOCC Administration Office** – Commissioner Howard Kessler met with Tim Barden, Doug Jones, Rick Thornburg, and Bob Ori who was on conference call. Issues discussed included the recent accident at the airport, John Russell’s introduction of Rick Thornburg to FDOT staff, land acquisition, fencing, drainage, ditches, and lighting/navigation systems. Commissioner Kessler expressed his concern about the lack of substantial progress at the airport and his concern about the airport losing its license and no longer being a public airport. In addition, Bob Ori shared a statement about possible grant funding being “left on the table” that the County did not utilize during the prior year.

**November 30, 2009 at FDOT District 3 Office in Chipley**- Doug Jones and Rick Thornburg met with Philip Deal and Modal Development Manager Donnie Duce. The meeting served as an introduction of new Airport Manager Thornburg to District 3 Aviation staff and to discuss the ALP, funding possibilities for Airport improvements, signage, fuel services, runway drainage issues, and other safety concerns. They encouraged the County to pursue entry in the Federal NPIAS Program as the best way to secure future funding for airport improvements and to have the approved ALP incorporated into the County’s Comprehensive Plan.

**December 3, 2009 at County Airport** – Rick Thornburg, Doug Jones, Tim Barden, and Brent Pell of ESG toured the airport grounds, identified old windsock pole for removal, evaluated the

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 7

---

benefit of reclaiming a filled-in ditch by the airport hangars to improve runway drainage, and discussed the need to relocate the emergency services entrance due to inadequacy of the access bridge at Hamaknockers.

**December 6, 2009 with Tarpine Airport Advisory Board at Hamaknockers Oasis** – Rick Thornburg, Doug Jones, and Howard Kessler met with residents of the Tarpine Community and pilots from outside the community who utilize the Airport. This was a “Meet & Greet” event and various airport issues were discussed. Tarpine resident access fees were discussed with some thinking this was unfair burden for those who do not fly. A request for more publicity about the airport was made emphasizing the role it can play in economic development of the County. The need to acquire land was discussed to make the airport safer and to lead the way to eventual paving of the runway. Options for funding land acquisitions included grants and direct legislative appropriations. Some residents/pilots did not want a paved runway while others thought that a turf runway and a paved runway could be situated parallel to each other. Rick and Doug mentioned that FDOT had encouraged the county to seek NPIAS funding. Some residents said this option had been pursued previously and the airport did not qualify and the requirements would be too stringent.

**December 11, 2009-BOCC Administration Office** – Rick Thornburg, Doug Jones, and Tim Barden met with Jon Sewell and Alisha Wetherell of Kimley-Horn & Associates. Airport funding, drainage, and paving issues were discussed. Jon Sewell said that Kimley-Horn had many resources to help the county deal with the issues at the Airport. Wetherell, a LEED Certified Engineer, was currently working on projects at the Tallahassee Regional Airport and was very familiar with “green” paving options for runways.

**December 16, 2009-BOCC Administrative Office** – Rick Thornburg, Doug Jones, and Tim Barden met with Jon Sewell of Kimley-Horn. Jon Sewell presented the county with a draft “Airport Improvement Strategy”, a comprehensive strategy to implement the Airport Layout Plan (ALP) and improve and upgrade the services and safety of airport operations at the Wakulla County Airport.

**January 15, 2010-BOCC Administration Office**-Tim Barden and Doug Jones met with Jon Sewell and discussed the ownership and acquisition possibilities of the adjacent properties that were needed to improve airport safety. According to Kimley-Horn staff, the ALP would be sufficient to begin the process of entering the NPIAS Program (no sooner than 2011) and that meetings with the FAA in Orlando and with staff at the District and State level should take place in February and March. Alisha Wetherell will review the geo-technical survey in the Airport Master Plan to see if it is still useful. Attendance at the Florida Airport Council event in Tallahassee was also encouraged for the Airport Manger.

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 8

---

**January 21, 2010-FDOT in Tallahassee-**Former Airport Manager John Russell introduced Rick Thornburg to various staff members of the FDOT Aviation Office.

**January 27, 2010-BOCC Administration Office-**Ben Pingree, Tim Barden, Doug Jones, and Rick Thornburg met with Donnie Nichols, the owner of the 16.2 acre strip of land that parallels the runway and that the county would like to acquire.

**February 2, 2010-FDOT District 3 Offices, Chipley-**Ben Pingree and Tim Barden met with Philip Deal, FDOT Airport Program Manager for the State of Florida. During the meeting, Mr. Deal agreed with the County's plan to meet with FAA later in the week and encouraged the County to get into the National Plan of Integrated Airport Systems (NPIAS) program. Mr. Deal was also asked if the County had missed any grant funding opportunities to support the airport in the last year and *Mr. Deal responded that the County did not miss any State grant opportunities,* as was previously suggested by Mr. Ori. On the contrary, Mr. Deal pointed to line items in the FDOT Gaming Report, funding County Airport improvements in their current plan.

**February 2-4, 2010-Tallahassee** Rick Thornburg attended the 2010 Florida Airport Council State Summit in Tallahassee. This meeting addressed the latest trends and issues affecting Florida aviation and issues that will be addressed during legislative session. The county is a member of the Florida Airport Council.

**February 7, 2010-FAA in Orlando** Rick Thornburg, Tim Barden, and Jon Sewell met with FAA officials to discuss the county airports eligibility for entry into the National Plan of Integrated Airport Systems (NPIAS). It was agreed that the Wakulla Airport could not be admitted to this program sooner than 2011 and that certain improvements and agreements would have to be reached for this to happen. The main areas of concern for the FAA regarding the airport was the lack of space available for expansion, the inability for the airport to currently generate revenue as well as the current access easement in place with the Tarpine Homeowners Association. The FAA stressed the importance of working with our State partners at the Florida Department of Transportation (FDOT) to make improvements that would enable the County to be eligible for the NPIAS program. Staff also inquired as to any other funding sources that the County is eligible for that they are currently not utilizing. *According to the FAA staff, there are no known funding avenues that the County is not presently exploring or utilizing.*

**February 11, 2010- BOCC Administration Office-**Tim Barden and Doug Jones met with Jon Sewell and Steve Fults and discussed all current projects in the JACIP database and reprioritized existing projects and recommended new projects. Drainage solutions contributing to the runway "Wet Spot", tree removal, acquisition of property, and security fencing were also discussed. All present agreed on the prioritization of projects entered into JACIP database in order to move the

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 9

---

airport forward.

**February 15, 2010-BOCC Annex**-Tim Barden, Doug Jones, Rick Thornburg and Steve Fults met at the Public Services office to enter projects into the JACIP database in order to meet the February 15, 2010 deadline.

**February 18, 2010-Airport**-Rick Thornburg, Todd Baldwin, Steve Fults, and Walt Dickson reviewed drainage issues at the airport.

**February 27, 2010-FDOT in Tallahassee**-Rick Thornburg, and Doug Jones met with Dave Roberts, Airport Inspection & Safety Manager, Sergey Kireyev, Airspace and Land Use Manager, and Rob Ori (conference call from Washington DC) to clarify the interpretation of horizontal, and conical Airport Protection Zones particularly as it relates to vegetation and manmade structures. Also discussed were the upcoming airport inspection, airport advisory boards and committees, NPIAS funding requirements, and the FAA.

**March 17, 2009-FDOT District 3 Office-Chipley** Rick Thornburg, Doug Jones, Tim Barden, and Jon Sewell of Kimley-Horn met with Philip Deal, Aviation Modal Program Manager to discuss alternatives for closing out the county's FDOT Aviation Improvement Grant, updated FDOT on the county's meeting with FAA in Orlando, discussed the latest airport projects input into JACIP, as well as utilizing the balance of \$25,650 from the original \$75,000 JPA approved for the Airport Layout Plan for various minor improvements including but not limited to fencing, windsocks, signage, and closure banners.

**3. Action by the Board of County Commissioners:**

**June 19, 2006**-Commissioner Kessler made a motion to adopt a Resolution in support of upgrading the Wakulla County Airport. The motion passed 5-0.

**February 20, 2007**-The Board approved a Resolution to Rename the Field at the Wakulla County Airport the "Alfred Fitzgerald Field".

**March 5, 2007**-Commissioner Kessler made a motion to approve a Contract for Wakulla County Airport Master Plan. The motion passed 5-0.

**March 19, 2007**- Commissioner Kessler made a motion to adopt a Resolution authorizing Mr. Joe Blanchard to sign a Joint Participation Agreement for an Updated Airport Master Plan and Airport Layout Plan. The motion passed 5-0

**September 4, 2007**-the Board approved accepting a grant associated with Joint Participation

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 10

---

Agreement with Florida Department of Transportation and approved a Budget Resolution and Amendment in the amount of \$75,000 for the Airport Master Plan and Airport Layout Plan.

**November 19, 2007**-Commissioner Brimner made a motion to adopt the proposed Airport Rules and Regulations effective January 1, 2008 and to direct the Airport Manager to notify the Wakulla County Airport Association of the County's intent to absolve the agreement with this organization. The motion passed 5-0.

**May 5, 2008**-Commissioner Kessler made a motion to accept the projects identified in the Airport Layout Plan contingent on full FDOT funding and authorize staff to advertise for a professional airport engineer with further direction for the staff to codify the easements on the eastern side of the airport and western side of Tarpine Subdivision. The motion passed 5-0.

**September 2, 2008**-Commissioner Kessler made a motion to authorize advertisement of an RFQ for professional planning and engineering consulting services including Airport Services Analysis and Engineering & Design, and manage and administer the FDOT Airport Improvement Grant. The motion passed 5-0.

**August 18, 2009**-An update on the Airport was presented to the Board including its history, the Airport Layout Plan, the Tarpine Easement agreement, and current issues and challenges. Commissioner Artz made a motion to accept Staff's Status Report on the Airport, not allow commercial easements at the Wakulla County Airport, and authorize staff to work with adjacent commercial property owners to negotiate access agreements for access to the airport. The motion passed 5-0.

**4. Volunteer Support of the Wakulla County Airport Facility:**

Historically, the homeowners in the Tarpine Community maintained the airport without Wakulla County financial support. Members of the Homeowners Association and the Wakulla County Airport Association provided manpower, equipment and funding for many years.

Attachment #4 documents the tremendous assistance provided by Tarpine resident Delacy Peavy who provided Runway and Threshold Lights, Control Box, Rotating Beacon, Tractors, Mowers, Fuel, Labor and assorted other materials. Following Hurricane Dennis, Mr. Peavy provided 113 truckloads of dirt to replace what had been lost due to the storm. The combined value of these contributions over time is estimated to be \$101,426.

Members of the Ochlockonee Bay Volunteer Fire Department and other volunteers recently completed construction of a new foot bridge at the Northeast corner of the runway to allow Emergency Medical Personnel safe access to the Med-Evac helicopter flights which land in the

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 11

---

Airport's Emergency Evacuation Landing Zone. With the exception of permitting costs, the entire cost of engineering, labor, and materials was donated by volunteers.

On February 7, 2010, the Wakulla Airport Advocacy Group conducted an organizational meeting (Attachment #5). Made up of diverse cross section of professionals, this ad hoc group provides the County a resource to help facilitate airport development and promote this asset.

**Future Airport Plans and Grant Funding:**

The County has a tremendous under-developed resource with the County Airport. It would further the County's efforts of being a tourist destination and serve as a base for local commercial aircraft operations. Even though the Airport does not meet FDOT minimum standards, FDOT airport inspector Dave Roberts has been granting Wakulla County an Airport license extension upon each inspection of the Airport. The State realizes that the County is moving forward and taking the necessary steps to meet these minimum standards with very limited funds.

On March 26, 2010 Inspector Roberts conducted the Annual Inspection of the Airport and noted the trees at the south end of the field had been trimmed, aircraft tie downs had been relocated, the surface of the airport had been cleared of remaining debris from the old hangars, power poles and other obstructions had been removed from the site. He also was informed of the new frangible wind sock, closure banners, signage, and fencing that was to be purchased and installed in the near future. Based on his inspection and the progress he noted at the Airport, the airport license was renewed. In noting the deficiencies that still exist, the State shares a commitment to the County commensurate with our commitment to continue to make improvements at the Airport.

**Grant Funding**

In addition to local funding, the Airport will have to secure State, Federal, or private grant funding in order to make all the improvements needed to fully develop our Airport to its potential. Towards this effort, staff will pursue any identified grant opportunity from any source public (e.g. FDOT, FAA, FEMA, et. al.) or private. Based on numerous conversations directly with State and Federal aviation officials, staff has been unable to identify any funding opportunity that have been bypassed or overlooked.

The recent update of projects in the Federal JACIP database will enable the County to have its needed priorities known by the FAA and FDOT and be eligible for funding as funds become available.

**Scheduled Improvements**

Airport Improvement Projects are outlined in the County's JACIP database. These projects will be funded now by FDOT funds as they become available. Future projects will be funded by the FAA

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 12

---

when the County Airport becomes eligible for the NPIAS program. The State has encouraged the County to seek entry into the NPIAS Program. The FAA ha encouraged us to continue working with the State to bring the Airport up to the standards required for entry into the NPIAS Program.

Currently, FDOT has budgeted \$75,000 in FY 2012 for “Runway Lighting”. As the Runway currently has a lighting system in place, FDOT officials have expressed their willingness to change this project to fencing or land acquisition when the project begins. There is also \$181,818 for Land Acquisition allocated for FY 2015. FDOT funding for airport projects is not abundant and High Speed Rail will be their funding priority over the upcoming years. In almost every meeting with FDOT officials the County has been encouraged to seek eligibility in the Federal NPIAS program which would then qualify the Airport for Federal FAA funding. This program has very stringent requirements for entry and subsequent operations. It is staff’s intent to work towards those objectives. Without FAA/FDOT support the financial burden to support property acquisition and capital improvements at the Airport would fall upon Wakulla County.

*Description of Requested JPA Supplemental Agreement (Option #2):*

There is currently \$15,650 remaining in the \$75,000 grant the County received to create the Digital ALP. At a meeting with FDOT officials on March 17, 2010, the County was given permission to use these funds to make other improvements at the Airport. Specifically these improvements include the addition of two new windsocks, with frangible (collapsible when struck) poles, four yellow banners (5’ x 60’) that would be used to make large X patterns on each end of the runway to signify its closure when conditions warrant, signage indicating “No Unauthorized Entry” or Arrow symbols, Taxiway demarcation, and Airport symbols, as well as fencing on those areas of the Airport (north end along US 98) where fencing will not have to be removed or replaced at a later date due to Airport expansion. In order for the funds to be reallocated for this purpose it is necessary that the Board adopt the attached Resolution, and that the documents be executed and returned to FDOT.

Other improvements scheduled for the near future include the addition of an airfield telephone as required by Airport regulations, installation of a Porto Potty on the south end of the field as there are no restroom facilities available at this time, and the addition of signage and striping at various locations. Public Works has agreed to add a safety “stop line” at Tarpine’s primary taxiway on Stinson and each taxiway leading from a residential property. Stop signs will also be added at each taxiway. This work is scheduled to take place near the end of April when ESG will be in the area working on road striping.

*Airport Improvement Strategy*

Staff’s primary goal is to implement those activities outlined in the Airport Layout Plan to improve and upgrade the services and safety of airport operations at the Wakulla County Airport. Many of these goals are the projects for which funding has been requested in the JACIP Program. Staff is

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 13

---

actively meeting with officials from FDOT, FAA, Kimley Horn & Associates, and gathering input from other airports in the region.

Land acquisition on the west side of the Airport is our number one priority, followed by properties on Bay Drive at the south end of the runway and along US 98 where Hamaknockers is located. At the same time, the drainage issue that currently creates a large wet spot on the north end of the runway must be addressed. Due to diligent observations during rain events by Tarpine resident Steve Fults, the County and Public Works are exploring several low cost solutions to improve drainage in this area, some of which have already been implemented and are having an effect. After land is acquired, it will be necessary to conduct Environmental Assessments to satisfy NEPA requirements on the impact to the wetlands that would result from relocating the runway slightly to the west of its present location. Additionally, following the land acquisition, security fencing will be required to be installed around the entire perimeter of the airfield where none currently exists and gates will be added at the taxiways.

Along with the primary goals mentioned above, staff will continue to make improvements that will make the airport eligible for NPIAS funding; survey, design, and permit the paving of the runway; make storm water improvements; make taxiway improvements; develop refueling facilities; build a terminal/flight planning facility; add or purchase hangars; create a connection to the proposed Bike Trail along Surf Road, and implement a comprehensive website and marketing plan.

Funding for these improvements will be sought from FDOT, FAA, and NPIAS. Other grant funding will also be sought including Florida Forever Grants, Florida Green Energy Grants, and rural communities green grants.

**Summary:**

As presented in wide detail above, the County remains committed to the maintenance and improvement of the Wakulla County Airport facility. Moreover, staff is determined to work toward this ongoing series of improvements at the site over the months and years ahead based upon the Board's direction and within the significant existing budgetary and staffing constraints. To achieve this, staff will continue to coordinate closely with our state and federal partners AS WELL AS with the users, interested citizens and neighbors of the facility itself. This information is presented in that manner and toward that result. Accordingly, staff is seeking approval of options #1 and #2 presented below and as supported by the analysis above.

**Options:**

1. Accept Update on the Wakulla County Airport.
2. Approve the Resolution authorizing the signature on the JPA Supplemental Agreement.
3. Do not accept the Update on the Wakulla County Airport.

Agenda Request: Update on the Wakulla County Airport Including Recent Incidents, Funding Opportunities and Improvements and Approval of a Resolution to Execute a JPA Supplemental Agreement

April 5, 2010

Page 14

---

4. Do not approve the Resolution authorizing the signature on the JPA Supplemental Agreement.
5. Board Direction.

**Recommendation:**

Options #1 & #2

**Attachment(s):**

1. Resolution Pertaining to JPA Supplemental Agreement
2. Supplemental JPA for Airport Improvements
3. Updated JACIP Projects Details
4. Peavy Volunteer Documentation
5. Wakulla Airport Advocacy Group Announcement

BP/DJ/RT/dj