TOWN COUNCIL STAFF REPORT

Title: Receive Update on the Draft Airport Capital Improvement Plan (ACIP) for Years 2022-2031 and Adopt ACIP by Resolution.

Meeting Date: January 19, 2022

Prepared by: Sierra Shultz, Deputy Airport Manager

RECOMMENDATION:

Staff recommends that Town Council receive an update on the draft Airport Capital Improvement Plan (ACIP) for Years 2022-2031 and adopt the ACIP by resolution.

BACKGROUND:

The Town is required to submit an Airport Capital Improvement Plan (ACIP) to the Federal Aviation Administration (FAA) annually. The ACIP lays out a long-term capital improvement program budget for the Airport. Projects on the ACIP are eligible for Airport Improvement Grant Funding. While the FAA is under no obligation to fund the projects listed on the ACIP, the FAA cannot fund them unless they do appear on the ACIP. Town staff met with the FAA on August 24, 2021, to discuss the ACIP. The FAA and Town have determined that the projects listed on the ACIP are important because they address conditions at the Airport that are either non-standard or constraining to current operations.

On December 8, 2021, the Planning and Economic Development Commission (PEDC) received a presentation from staff regarding the draft ACIP and staff recommended that PEDC find the ACIP consistent with the General Plan. PEDC adopted the resolution confirming the consistency between the ACIP and General Plan on January 12, 2022.

Mammoth Yosemite Airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a Primary Non-hub Airport. The FAA funds 90.66% (federal match) of the total project costs through the Airport Improvement Program (AIP) Entitlement Grant program. The Town is responsible for paying 9.34% (local sponsor match) of the total project cost. Previously, the local match of 9.34% was eligible for reimbursement under the FAA's Passenger Facility Charge (PFC) program, however the Town is no longer collecting PFCs due to the loss of commercial service. Using these programs, the Town is eligible to recoup 100% of its costs for the proposed AIP funded projects. The Airport previously collected approximately $100,000 in PFC's annually. For AIP funded projects during years 2020 and 2021, the FAA paid the sponsor portion for all projects through a Coronavirus Aid, Relief, and Economic Security (CARES) program. The FAA will likely not be paying the sponsor portion for projects moving forward in 2022, and therefore the Sponsor will need to cover the Sponsor Match.

ANALYSIS:

During 2021, the Reconstruction of East General Aviation Apron was completed, and the Security Gates and Terminal Area Fencing was substantially completed. The Security Gates and Terminal Area Fencing project has punchlist items remaining, but project completion is anticipated within the next couple of months.

Below are the projects that were previously identified as priority projects for 2022. Staff is currently working on AIP grant applications for these projects for the Federal Fiscal Year 2022.

- **Aircraft Rescue and Firefighting (ARFF)/Snow Removal Equipment (SRE) Facility:**
  The Airport currently leases, at a rate of $6,169.66 per month, a hangar from the FBO to house some of its equipment, but the hangar does not have the capacity to hold all the Airport equipment. The proposed ARFF/SRE Facility will be an 8-bay building (8,100 sq. ft.) that will house the existing snow removal equipment, ARFF vehicle, and have ARFF support rooms. The project will include utilities, an access road, and site work. Staff plans to request funds for design of the site work and the building during the 2022 grant cycle and then request construction funds during the 2023 grant cycle. The Airport has sufficient entitlement funds to cover the design but will be requesting discretionary funds to cover the majority of construction costs. Once approved, construction is anticipated to being in 2023.

- **Relocate and Upgrade Automated Weather Observation System (AWOS):**
  The proposed ARFF/SRE Facility location will result in creation of a sheltering object for the existing AWOS location. Therefore, it will need to be relocated from its current location to a new location near the existing segmented circle and wind cone, which will eliminate the presence of any sheltering objects. The existing AWOS was installed in 1988 and many sensors and parts are outdated and have reached the end of their useful life. In addition to relocation, this project proposes to upgrade the existing AWOS system. The project includes design and construction in 2022.

The following projects are additional projects that have been identified as top priorities in future years:

- **Wildlife Security Fence:**
  This project remains a top priority for both the Airport and FAA for safety reasons but has been on hold due to USFS environmental clearance questions. The FAA has previously done a NEPA clearance document. The Town intends to continue working with the USFS to resolve any issues. This is a safety project, which will

prevent wildlife from entering airport movement areas, by constructing an 8-foot-tall chain link fence around the Airport.

- **Magnet Variation Correction Command (MAGVAR) Change Runway Numbers:**
  Magnet North is constantly changing and therefore the alignment of the Airport's runway in comparison to magnetic north is also changing. The current magnetic bearing of Runway 9-27 is 95.506/276.520, therefore 9-27 does not match the magnetic bearing and needs to be updated to 10-28. This project includes updating paint markings and signage onsite.

- **Replace Doe Ridge Obstruction Lights:**
  The obstruction lights on doe ridge have recently been having issues and have required temporary maintenance solutions to keep them working. They are close to reaching the end of their useful life and will need to be replaced in a couple of years.

- **Rehabilitate Tee-Hangar Taxilanes:**
  The existing pavements have significant deterioration due to weathering and thermal stresses and it is necessary to rehabilitate the pavements.

- **Runway Safety Area (RSA) and Runway Object Free Area (OFA) Grading:**
  The RSA and Runway OFA grading needs to be done to bring the runway soil shoulder grades into conformance with current standards and FAA compliance. Grading of the soil shoulders would extend farther than they currently do and therefore needs to happen after the Wildlife Security Fence project happens and the fence is relocated farther south.

- **Helicopter Parking Apron Phase I:**
  The Airport receives many helicopter operations each year (518 in 2020), which causes additional wear and tear on the asphalt compared to a plane or jet, produces a large amount of foreign object debris (FOD), and limits the apron space available for general aviation. A helicopter parking apron would allow for helicopters to move out of the general aviation area and be focused in one area. The helicopter parking apron project includes construction of the helicopter parking apron (156,500 sq. ft.), an access taxiway (1,100' x 25'), an access road and a parking lot (26,000 sq. ft.) on Town-owned property to the east of the property line. Phase II planned for 2031 would include additional helicopter parking apron, another access road, and additional parking lot.

FINANCIAL CONSIDERATIONS:

The Town proposes to pay for the proposed projects with Airport Improvement Program (AIP) Entitlement money, AIP Discretionary Grant Funds, and local Airport Capital Improvement money. The projects listed on the ACIP can be re-prioritized to allow for changes in Town policy or financial considerations at any time. Many of the projects on the ACIP improve Airport safety with the exception of the commercial terminal building and apron, which along with safety improves operational capacity and capabilities. Because these projects are related to safety, they will have to be completed at some time in the future to bring the Airport into compliance with FAA standards. The ACIP provides the Town Council a clear path to evaluate and implement Airport improvement projects.

ENVIRONMENTAL CONSIDERATIONS:

FAA funding of ACIP projects is conditional upon completion of CEQA & NEPA review. Environmental review has been completed for the projects proposed for 2022.

ATTACHEMENTS:

MMH ACIP 2022-31 Project List
MMH ACIP 2022-31 Sketch
Resolution 22-__