

RESOLUTION NO. 2016-27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO THE
FEDERAL AVIATION ADMINISTRATION (FAA) FOR PARTICIPATION IN
THE 2016 MILITARY AIRPORT PROGRAM (MAP) FOR A PERIOD UP TO
FIVE YEARS FOR REHABILITATION AND CAPITAL DEVELOPMENT AT
THE MARINA MUNICIPAL AIRPORT

WHEREAS, the Department of Transportation, through the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP), manages and administers the Military Airport Program (MAP) with a focus of providing funding for rehabilitation and capital development for up to 15 current joint-use or former military airports, to facilitate transition from former military function to civil / public facility, and;

WHEREAS, a maximum of 15 airports per fiscal year may participate in MAP, of which three (3) may be General Aviation (GA) airports, and;

WHEREAS, of the three (3) slots allocated to GA airports for designation or re-designation in FY 2016, one (1) GA slot has been identified as available in 2016, and;

WHEREAS, application to participate in MAP is no assurance of successful enrollment in the program, evidenced by the City's previous application submissions in 2012 and 2015, and;

WHEREAS, participation in MAP and initiation of anticipated rehabilitation and capital improvements will have an immediate positive impact on the business climate at the airport and on the airports ongoing efforts towards self-sustainability not currently provided through AIP, and;

WHEREAS, federal funding through the FAA is 90 percent (90%) for eligible projects funded through the MAP program is 90 percent (90%), with the City of Marina providing the balance, and;

WHEREAS, there is no fiscal impact to submitting the grant application to participate in the MAP, and should application prove successful and federal grant funds be made available, staff will return to the Council with project-specific budgets and individual grant applications and will identify the source of the City's matching funds and identify the account numbers to which costs will be charged when the precise nature of the costs are determined.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby authorize submission of a grant application to the Federal Aviation Administration (FAA) for participation in the 2016 Military Airport Program (MAP) for a period up to five years for rehabilitation and capital development at the Marina Municipal Airport.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 15th day of March 2016, by the following vote:

AYES: COUNCIL MEMBERS: Amadeo, Brown, Morton, O'Connell, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

EXHIBIT A

**City of Marina
Marina Municipal Airport**

**MAP Application - 2016
MAP Program Narrative**

BACKGROUND:

History

Marina Airport, previously known as Fritzsche Army Air Field (former Fort Ord), is the newest general aviation airport on the Monterey peninsula. Open since 1995 as a military base conversion, the airport serves the general aviation, corporate business jet, and light industrial needs of this portion of the Monterey peninsula area. Through collaboration with the University of California MBEST Center, the airport is an integral part of regional economic development, supporting local industry focused on aviation, research, and computer sciences. As a growing municipality in a very desirable geographical area of California, the City of Marina recognizes the value of the facility and is committed to making the airport a critical element of all future plans for the region.

The airport occupies approximately 845 acres with over 400 acres dedicated to aviation. Owned and managed by the City of Marina, the facility includes a 3,483 foot long runway, parallel and connecting taxiways, an extensive tie-down area, numerous hangars, and several FBO's. The airport enjoys strong municipal and community support, and is focused on ongoing and future activities, plans, and enhancements that will reaffirm the role of Marina Airport as the true jewel of the Monterey Bay region. The City's commitment to the airport is evident by the recently completed Master Plan effort.

The City of Marina has been participating in the Airport Improvement Program (AIP) grant program since the early 1990's, and has been successful in receiving and implementing AIP funds for rehabilitation of pavements, airfield lighting upgrades, a weather station, and airport planning efforts. The current Airport Capital Improvement Program (ACIP) continues with a full schedule of rehabilitation and facility improvements work. In addition, the ACIP includes one property acquisition, necessary to preserve the Runway Protection Zone off the east end of the property.

MAP Participation

The Secretary of Transportation, through the Federal Aviation Administration's Airport Improvement Program (AIP), manages and administers the Military Airport Program (MAP). The focus of the program is to provide funding for rehabilitation and capital development for up to 15 current joint-use or former military airports.

Eligible airports must be either a former military installation closed or realigned under the Title 10 U.S.C. Sec. 2687, or must be a military installation with both military and civil aircraft operations. A maximum of 15 airports per fiscal year may participate in the MAP, of which three (3) may be General Aviation (GA) Airports. There are currently

nine (9) slots available for designation or re-designation in FY 2016, of which one (1) slot is designated GA.

Marina Airport meets eligibility requirements for a GA slot. The city applied for inclusion in MAP in 2013 and again in 2015. The city was unsuccessful as no GA slots were available. Through this grant application, the city intends to seek participation in the MAP in 2016.

Eligible capital expenditures under MAP include:

1. All categories and types of improvements eligible for funding through AIP.
2. Non-AIP eligible improvements, including:
 - A. Fuel farms
 - B. Utility systems
 - C. Surface automobile parking lots
 - D. Hangars
 - E. Air cargo terminals up to 50,000 sf
 - F. Terminal buildings

The FAA establishes the appropriate term for an airports participation in MAP, based on a review and evaluation of the proposed capital development plan, with a maximum term of five (5) years. Previously designated airports can apply for re-designation for up to an additional five years, based on the needs and warranted projects fundable only under the MAP. The goal is to graduate MAP airports to regular AIP status by successfully converting these facilities to civilian airport operations. Airports cannot concurrently participate in AIP and MAP. In addition, it is common for public airports created as a result of a base closing action to transition from AIP to MAP and back to AIP.

Fritzsche Army Air Field - Buildings

As a former military facility, the airport includes numerous buildings and structures. Throughout the last few years the City of Marina, through the use of non FAA funds, has removed and disposed numerous structures, and implemented upgrades and rehabilitation work to several remaining structures. While the City's effort in this direction to-date is impressive, the list of needs continues to outpace available funds. Remaining buildings scheduled for demolition are well beyond their useful life, and currently represent a liability to the City. In addition, they continue to occupy desirable space suitable for development.

The balance of remaining structures represents the City of Marinas best opportunity for increased revenue to the airport, and for furthering the airports goal of self sustain-ability. Many of these structures are in dire need of improvements and upgrades.

PROPOSED MAP EXPENDITURES - MARINA MUNICIPAL AIRPORT

Expenditures proposed in MAP are in three general categories:

1. Building Rehabilitation or Demolition (Table 1).

Proposed improvements to many of the structures include the following:

- A. Removal of any remaining hazardous materials, including lead, asbestos, and mold.
- B. Hangar door replacement. Many of the large hangar doors are mis-aligned, in need of new rolling and guiding hardware, or are completely in-operable. For those doors that roll, moving the doors to the fully-open position is a significant challenge.
- C. Remove and replace exterior skin (siding , insulation, glazing).
- D. Remove and replace the roof.
- E. Implement ADA-compliant access and restroom facilities.
- F. Install lift.
- G. Perform upgrades to interior building fire sprinkler / suppression systems.

Not all identified improvements or upgrades are required at every building. Several (3) structures are designated for potential demolition and removal.

2. Non-AIP eligible, airport-wide capital expenditures (Table 2):

- A. North side access road.
- B. Rehabilitate access roads and parking areas.
- C. Water, sanitary sewer, and cable and wire distribution and collection system upgrades.
- D. Cargo facility - 20,000 square feet.
- E. Terminal building with office, restroom, pilots lounge, meeting and restaurant space.
- F. Fuel facility upgrades including removal and replacement of the 12,000 gal Av-Gas tank, containment areas, and single point.
- G. Aircraft hangar, 300' by 60', creating five (5) individual units, and apron improvements.
- H. Aircraft hangar, 492' by 60', creating eight (8) individual units, with apron expansion and restrooms.
- I. Airport entrance identification signage and directional and identification signage throughout the airport.

3. AIP-Eligible rehabilitation and capital projects included in the recently submitted 5-year ACIP and under consideration for future ACIP placement. (Table 3):

December, 2015 ACIP:

- A. Rehabilitate Taxiway A
- B. EA: Runway extension to the west, and acquire 9 acres of land for east RPZ.
- C. Extend Taxiway B east to threshold of Runway 29.
- D. Runway and parallel taxiway extension (design only).
- E. Runway and parallel taxiway extension.

Future ACIP consideration:

- A. Remove and dispose extraneous former military equipment in infield. Infield grading to remove obstructions and enhance surface runoff.
- B. Acquire 9 acres of real property.
- C. Widen taxilane.

- D. Apron rehabilitation including repairing broken / spalled concrete, crack fill and seal.
- E. Pole-mounted apron lights.

MAP APPLICATION SUMMARY

The City of Marina views MAP participation as an opportunity to address existing potential liabilities, and to make significant progress in airport facilities maintenance and capital development, to further the effort towards becoming a self-sustaining business enterprise. It is understood that inclusion in MAP is no guarantee that all projects identified in the application will be funded.

Project Cost		
1	Building Rehabilitation or Demolition	\$11,746,000
2	Non-AIP Eligible	\$24,300,000
3	AIP Eligible	\$9,510,000
Total		\$45,556,000

Funding Source		
1	FAA (90%)	\$41,000,400
2	City of Marina (10%)	\$4,555,600
Total		\$45,556,000

Federal support through Military Airport Program participation will better position the Marina Municipal Airport to serve the community and the region in the economic recovery of the Fort Ord base closure.

PARTICIPATION OBJECTIVES

1. Preservation and enhancements of several former hangars, addressing issues related to safety, access, and functionality.
2. Removal and disposal of several former structures, addressing issues related to hazardous materials (lead and asbestos).
3. Environmental work (EA) evaluating the proposed 1,517 foot westerly runway and parallel taxiway extension, and acquisition of 9.0 acres to protect the east end Runway Protection Zone.
4. Design and construction of the runway and parallel taxiway extension.
5. Restoration of the integrity of airfield infield areas, eliminating earth hazards, restoration of surface drainage patterns, and elimination of former military elements and components no longer in service, placed throughout the airport.

6. Restoration of existing vehicle access roads and development of a new north-side access road.
7. Utility upgrades including construction and installation of water and sanitary sewer infrastructure, modifications and upgrades to existing systems, and expansions and upgrades to cable and wire utilities including some undergrounding.
8. Facility development including a 20,000 square foot cargo facility and a terminal building with pilots gathering area (lounge), restroom, office, and meeting / business development space and restaurant space.
9. Construction and enhancements to entrance signage and direction markers and signs throughout the airport.
10. Taxiway upgrades and improvements including rehabilitation of Taxiway Alpha and extension of Taxiway B to the threshold of Runway 29.
11. Construction of two aircraft hangars, each with multiple individual rental spaces, including restroom and apron improvements.
12. Fuel facility upgrades including removal and replacement of the non aviation standard, above-ground, 12,000 gallon, Av-Gas fuel tank, installation of a single-point truck loading system, and expansion of the truck containment area.

BENEFITS ANTICIPATED

1. Through preservation of the existing structures / hangars, the airport will reduce liabilities and deficiencies, creating more desirable buildings, thereby increasing revenue to the airport through increased lease rates and activities.
2. Benefits anticipated by removal and disposal of several former structures include eliminating ongoing environmental liabilities with the facilities, and freeing up the airport property for future development of buildings that make better use of the space.
3. Performing the Environmental Assessment (EA) will provide the city a more clear understanding of the obligations and opportunities associated with the proposed runway and parallel taxiway extension and the real property acquisition intended to protect the east end Runway Protection Zone.
4. Activity at the airport is limited by the short runway, a carry-over of the former military facilities' rotor-craft intensive operation. With leaseable resources both in land and large hangar buildings, and with being in an ever-expanding affluent community, Marina Airport has the potential for significant economic activities, all leading to the long-term viability of the airport. Benefits anticipated through extensions to the runway and parallel taxiway focus on serving corporate aircraft at Marina and those anticipated in the near future. The extended facilities will allow corporate aircraft to operate to their full capability, both in weight and stage-length, and in a more safe condition.

5. Through elimination of existing out-of-service and ancillary military equipment, and through the performance of infield safety grading, the airport will create a more safe operating area, eliminating hazards and providing a more defined surface, enhancing overland drainage patterns thereby keeping storm water runoff from encroaching onto airfield pavements.
6. Benefits associated with performing pavement maintenance on vehicle access roads and parking areas include preservation of existing roads and parking for their intended use, proper asset management, and a lowering of long-term pavement maintenance requirements typically realized through implementation of an effective pavement maintenance program.

Development of the north-side access road will remove the current non-public, dirt access road from the central portion of the east end Runway Protection Zone. In addition, the new road will enhance public access to leasable / developable areas along the airports north side, thereby providing needed income to support the long term viability of the airport.

7. Performing utility upgrades and extensions to water, sanitary sewer, and cable and wire facilities will allow those businesses and entities at the airport to realize a more reliable and enhanced capacity network for water and sewer, and also for electrical and communications systems. Extending these systems into under-developed airport property areas will help entice future leasing and developing of these areas, thereby increasing the level of commerce at the airport and the airports overall self sufficiency.
8. Benefits associated with development of a cargo facility and terminal with meeting and restaurant space include providing a facility capable of serving not just the traditional air cargo industry but any airfreight service provider that may capitalize on the regions high-tech industry or boutique agricultural industry. The terminal will serve as a hub of all airport activity providing a professional environment in a visible locale, facilitating ongoing and future airport business commerce.
9. Developing and expanding entrance signage and guidance signage throughout the airport will increase the airports visibility to the community and eliminate possible confusion with the location of various on-airport businesses and the future terminal.
10. Benefits associated with the rehabilitation of Taxiway Alpha include the long-term preservation and functionality of the asset. The extension of Taxiway Bravo to the threshold of Runway 29 will allow those aircraft taking off Runway 29 to do-so, using the entire length of the runway, without performing a back-taxi movement, freeing up runway and eliminating inherent safety issues with runway back-taxi.

11. Constructing two aircraft storage buildings consisting of multiple individual lease spaces will provide a place for those aircraft currently co-habiting in the larger hangars. This increases safety and security for each individual user, and frees up the larger hangars for a greater use in storing fewer, larger aircraft.
12. Benefits associated with removal and replacement of the fuel tank, and various fuel facility upgrades, will enhance and expand on-airport fueling options and eliminate a non-conforming element (Av-Gas tank is non standard) that is documented annually at the time of inspection.

APPROACH

The City of Marina has retained Tartaglia Engineering and their team to perform and provide consulting services for the MAP program. Once selected, the City will initiate a formal meeting with FAA to discuss specific program parameters and, with FAA input, will prepare a schedule of projects anticipated during the enrollment period, taken from the overall schedule included in the application.

A review of existing and anticipated environmental review, analysis, and documentation will be performed with proposed environmental services added to the program. Additional studies, preliminary analyses, and investigations will occur in support of anticipated undertakings.

Preliminary design, engineering and architectural design, preparation of contract documents, and bidding of each undertaking will occur with input and concurrence from the FAA.

Each project will proceed through bidding, contract award and construction in a manner similar to undertakings funded through AIP.

Services anticipated to be performed by the consulting team include:

- A. Program management.
- B. Planning as needed to support proposed projects.
- C. Environmental analysis including EA's and Cat-Ex's, and the special studies to support those efforts.
- D. Public relations and notifications.
- E. Performance of engineering studies and analysis, including drainage and geotechnical.
- F. Preliminary design, preparation of plans and specifications (contract documents) and preliminary assessments.
- G. Project approvals and coordination with any third party entities and agencies that may have interest in the project (utilities, the County of Monterey, etc.)
- H. Public noticing and bidding support.
- I. Construction contract administration.
- J. Active project inspection and construction observation.
- K. Project close-up and wrap-up activities.
- L. Revisions and updates to the Airport Layout Plan, if appropriate, reflecting the completed project.

GEOGRAPHICAL LOCATION

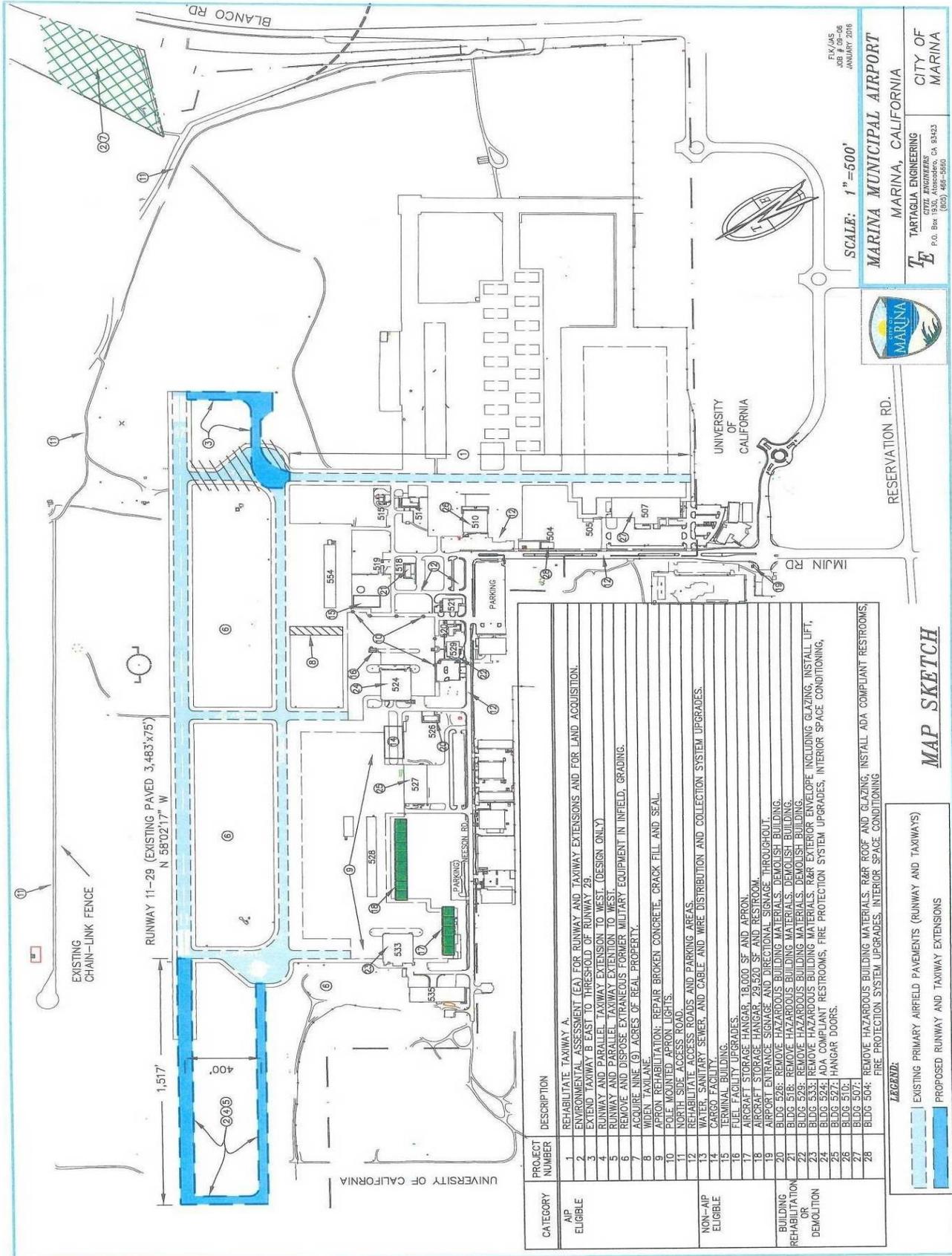
Marina Municipal Airport is located in the City of Marina, Monterey County, California. The Marina Municipal Airport is the former Fort Ord airstrip.

JUSTIFICATION FOR FORCE ACCOUNT WORK

Through the implementation of projects in MAP, force-account work is not anticipated.

SPONSOR REPRESENTATIVE

Jeff Crechriou
Airport Services Manager
City of Marina
211 Hillcrest Avenue
Marina, CA 93933
Phone: 831-384-2901
Email: jcrechriou@ci.marina.ca.us



FILED
JOB # 09-06
JANUARY 2016

SCALE: 1" = 500'

MARINA MUNICIPAL AIRPORT
MARINA, CALIFORNIA

TARTAGLIA ENGINEERING
P.O. Box 1930, Alameda, CA 93423
(800) 466-5860

CITY OF MARINA

CATEGORY	PROJECT NUMBER	DESCRIPTION
AIP ELIGIBLE	1	REHABILITATE TAXIWAY A.
	2	ENVIRONMENTAL ASSESSMENT (EA) FOR RUNWAY AND TAXIWAY EXTENSIONS AND FOR LAND ACQUISITION.
	3	EXTEND TAXIWAY B EAST TO THRESHOLD OF RUNWAY 29.
	4	RUNWAY AND PARALLEL TAXIWAY EXTENSION TO WEST. (DESIGN ONLY)
	5	RUNWAY AND PARALLEL TAXIWAY EXTENSION TO WEST.
	6	REMOVE AND DISPOSE EXTRANEOUS FORMER MILITARY EQUIPMENT IN INFIELD. GRADING.
	7	ACQUIRE NINE (9) ACRES OF REAL PROPERTY.
	8	WIDEN TAXIWAY.
	9	APRON REHABILITATION: REPAIR BROKEN CONCRETE, CRACK FILL AND SEAL.
NON-AIP ELIGIBLE	10	POLE MOUNTED APRON LIGHTS.
	11	NORTH SIDE ACCESS ROAD.
	12	REHABILITATE ACCESS ROADS AND PARKING AREAS.
	13	WATER, SANITARY SEWER, AND CABLE AND WIRE DISTRIBUTION AND COLLECTION SYSTEM UPGRADES.
	14	CARGO FACILITY.
	15	TELEPHONE BUILDING.
	16	FUEL FACILITY UPGRADES.
	17	AIRCRAFT STORAGE HANGAR, 18,000 SF AND APRON.
	18	AIRCRAFT STORAGE HANGAR, 29,520 SF AND RESTROOM.
	19	AIRCRAFT ENTRANCE SIGNAGE AND DIRECTIONAL SIGNAGE THROUGHOUT.
BUILDING REHABILITATION OR DEMOLITION	20	BLDG 526: REMOVE HAZARDOUS BUILDING MATERIALS. DEMOLISH BUILDING.
	21	BLDG 518: REMOVE HAZARDOUS BUILDING MATERIALS. DEMOLISH BUILDING.
	22	BLDG 529: REMOVE HAZARDOUS BUILDING MATERIALS. DEMOLISH BUILDING.
	23	BLDG 533: REMOVE HAZARDOUS BUILDING MATERIALS. DEMOLISH BUILDING.
	24	BLDG 524: ADA COMPLIANT RESTROOMS. FIRE PROTECTION SYSTEM UPGRADES, INTERIOR SPACE CONDITIONING, HANGAR DOORS.
	25	BLDG 527: HANGAR DOORS.
	26	BLDG 510: HANGAR DOORS.
	27	BLDG 507: HANGAR DOORS.
	28	REMOVE HAZARDOUS BUILDING MATERIALS; R&R ROOF AND GLAZING. INSTALL ADA COMPLIANT RESTROOMS, FIRE PROTECTION SYSTEM UPGRADES, INTERIOR SPACE CONDITIONING.

LEGEND:

--- EXISTING PRIMARY AIRFIELD PAVEMENTS (RUNWAY AND TAXIWAYS)

--- PROPOSED RUNWAY AND TAXIWAY EXTENSIONS

MAP SKETCH

Table 1: Building Rehabilitation

City of Marina
Marina Municipal Airport
MAP Application - 2016
Table 1: Building Rehabilitation or Demolition

Build.	Description	Item	Unit	Quantity / Area	Unit Price	Item Total	Total	
526	2-story, concrete office building, 32' by 75' by 28' high	Remove lead, asbestos, & mold	LS	1.0	\$25,000.00	\$25,000.00	\$183,304.00	
		Demolish and disposal	SF	13,192.0	\$12.00	\$158,304.00		
		Total						\$183,304.00
518	2-story, concrete office building, 32' by 75' by 28' high	Remove lead, asbestos, & mold	LS	1.0	\$25,000.00	\$25,000.00	\$183,304.00	
		Demolish and disposal	SF	13,192.0	\$12.00	\$158,304.00		
		Total						\$183,304.00
533	Large aircraft hangar with 2-story office space, both sides: 180' by 160' by 40' high.	Remove lead, asbestos, & mold	LS	1.0	\$50,000.00	\$50,000.00	\$1,815,000.00	
		R & R exterior envelope including glazing	SF	18,560.0	\$30.00	\$556,800.00		
		Install lift	LS	1.0	\$80,000.00	\$80,000.00		
		ADA compliant restrooms	SF	500.0	\$250.00	\$125,000.00		
		R & R fire protection system (deluge - NFPA 13)	SF	28,800.0	\$10.00	\$288,000.00		
		Interior space conditioning (heat / ac)	SF	28,800.0	\$4.00	\$115,200.00		
		Hangar door (36 x 120)	EA	2.0	\$300,000.00	\$600,000.00		
		Total						\$1,815,000.00
		524	Large aircraft hangar with 2-story office space, both sides: 180' by 160' by 40' high.	Remove lead, asbestos, & mold	LS	1.0		\$50,000.00
R & R exterior envelope including glazing	SF			18,560.0	\$30.00	\$556,800.00		
Install lift	LS			1.0	\$80,000.00	\$80,000.00		
ADA compliant restrooms	SF			500.0	\$250.00	\$125,000.00		
R & R fire protection system (deluge - NFPA 13)	SF			28,800.0	\$10.00	\$288,000.00		
Interior space conditioning (heat / ac)	SF			28,800.0	\$4.00	\$115,200.00		
Hangar door (36 x 120)	EA			2.0	\$300,000.00	\$600,000.00		
Total							\$1,815,000.00	

Table 1: Building Rehabilitation

City of Marina
Marina Municipal Airport
MAP Application - 2016
Table 1: Building Rehabilitation or Demolition

Build.	Description	Item	Unit	Quantity / Area	Unit Price	Item Total	Total
527	Large aircraft storage hangar with offices: 125 by 240, by 36 feet high, hangar door one side	Remove lead, asbestos, & mold	LS	1.0	\$50,000.00	\$50,000.00	\$2,297,400.00
		R & R roof	SF	30,000.0	\$25.00	\$750,000.00	
		R & R exterior envelope including glazing	SF	19,080.0	\$30.00	\$572,400.00	
		Install lift	LS	1.0	\$80,000.00	\$80,000.00	
		ADA compliant restrooms	SF	500.0	\$250.00	\$125,000.00	
		R & R fire protection system (deluge - NFPA 13)	SF	30,000.0	\$10.00	\$300,000.00	
		Interior space conditioning (heat / ac)	SF	30,000.0	\$4.00	\$120,000.00	
		Hangar door	EA	1.0	\$300,000.00	\$300,000.00	
		Total					
510	Large aircraft storage hangar with interior offices, 130 by 140 by 36 feet high, two hangar doors.	Remove lead, asbestos, & mold	LS	1.0	\$25,000.00	\$25,000.00	\$1,859,800.00
		R & R roof	SF	18,200.0	\$25.00	\$455,000.00	
		R & R exterior envelope including glazing	SF	14,000.0	\$30.00	\$420,000.00	
		Install lift	LS	1.0	\$80,000.00	\$80,000.00	
		ADA compliant restrooms	SF	500.0	\$250.00	\$125,000.00	
		R & R fire protection system (deluge - NFPA 13)	SF	18,200.0	\$10.00	\$182,000.00	
		Interior space conditioning (heat / ac)	SF	18,200.0	\$4.00	\$72,800.00	
		Hangar door	EA	2.0	\$250,000.00	\$500,000.00	
		Total					
529	Single story, wood frame, composite building, 70' by 90'.	Remove asbestos & mold	LS	1.0	\$10,000.00	\$10,000.00	\$50,400.00
		Demolish and disposal	SF	6,300.0	\$8.00	\$50,400.00	
		Total					

Table 1: Page 2 of 3

Table 1: Building Rehabilitation

Build.	Description	Item	Unit	Quantity / Area	Unit Price	Item Total	Total
507	Large aircraft storage hangar with interior offices, 365 by 120 by 38 feet high with a 40 by 120 by 20 feet high wing to the west. The entire east wall of the hangar is rolling hangar door.	Remove lead, asbestos, & mold	LS	1.0	\$50,000.00	\$50,000.00	\$3,288,400.00
		R & R roof	SF	48,600.0	\$25.00	\$1,215,000.00	
		R & R exterior envelope including glazing	SF	24,600.0	\$30.00	\$738,000.00	
		Install lift	LS	1.0	\$80,000.00	\$80,000.00	
		ADA compliant restrooms	SF	500.0	\$250.00	\$125,000.00	
		R & R fire protection system (deluge - NFPA 13)	SF	48,600.0	\$10.00	\$486,000.00	
		Interior space conditioning (heat / ac)	SF	48,600.0	\$4.00	\$194,400.00	
		Hangar door	EA	1.0	\$400,000.00	\$400,000.00	
Total						\$3,288,400.00	
504	Single story office, 65 by 40 by 18 feet high. One entrance, one bathroom.	Remove lead, asbestos, & mold	LS	1.0	\$15,000.00	\$15,000.00	\$243,000.00
		R & R roof	SF	2,600.0	\$25.00	\$65,000.00	
		R & R glazing	SF	140.0	\$30.00	\$4,200.00	
		ADA compliant restrooms	SF	500.0	\$250.00	\$125,000.00	
		Interior space conditioning (heat / ac)	SF	2,600.0	\$3.00	\$7,800.00	
		R & R fire protection	SF	2,600.0	\$10.00	\$26,000.00	
Total						\$243,000.00	
Total: Building Rehabilitation or Demolition (rounded)							\$11,746,000.00

Item	Description	Estimate
1	North side access road. Relocation and improving an existing access road, providing compliant access to the north side of the airport for future aviation and non-aviation businesses on this side.	\$4,800,000.00
2	Rehabilitate access roads and parking areas. Localized removal and reconstruction of failed areas, transition / edge grind, asphalt pavement overlay, pavement markings and signage upgrades, upgrades and under-grounding of overhead electrical facilities. Erosion control.	\$3,200,000.00
3	Water, sanitary sewer, and cable and wire distribution and collection system upgrades, various locations.	\$1,400,000.00
4	Cargo facility, 20,000 square feet, with apron improvements, fence revisions, and parking.	\$4,400,000.00
5	Terminal building with office, restroom, pilots lounge, meeting space, and restaurant lease space.	\$5,000,000.00
6	Fuel facility upgrades including removal and replacement of 12,000 gallon Av-Gas tank, containment areas, single point.	\$950,000.00
7	Aircraft storage hangar, 300 feet by 60 feet (18,000 sf), creating five (5) individual aircraft storage units, 60 feet by 60 feet each, with apron expansion, parking, and fencing revisions.	\$1,800,000.00
8	Aircraft storage hangar, 492 feet by 60 feet (29,520 sf), creating eight (8) individual aircraft storage units, 60 feet by 60 feet each, with apron expansion and restrooms.	\$2,700,000.00
9	Airport entrance identification signage and directional and identification signage throughout facility	\$50,000.00
	TOTAL	\$24,300,000.00

City of Marina
Marina Municipal Airport

MAP Application - 2016

Table 3: AIP Eligible (5-Year ACIP)

City of Marina
Marina Municipal Airport
MAP Application - 2016
Table 3: AIP Eligible

ACIP (as submitted December, 2015)						
Federal Year	City F. Year	FAA Grant	Description	FAA	Sponsor (Marina)	Total
2017	16-17	14	Rehabilitate Taxiway A	\$630,000	\$70,000	\$700,000
2018	17-18	15	EA: Runway extension to west (1,517 feet) and acquire 9 acres of land for RPZ	\$432,000	\$48,000	\$480,000
2019	18-19	16	Extend Taxiway B east to threshold of Runway 29	\$882,000	\$98,000	\$980,000
2020	19-20	17	Runway extension (design only)	\$351,000	\$39,000	\$390,000
2021	20-21	18	Runway extension	\$3,825,000	\$425,000	\$4,250,000
ACIP Subtotal				\$2,295,000	\$255,000	\$6,800,000
ACIP Eligible (future consideration)						
Future ACIP			Remove & dispose extraneous former military equipment in infield. Grading.	\$603,000	\$67,000	\$670,000
Future ACIP			Acquire 9 acres of real property	\$810,000	\$90,000	\$900,000
Future ACIP			Widen taxiway	\$306,000	\$34,000	\$340,000
Future ACIP			Apron rehabilitation: repair broken concrete, crack fill and seal	\$378,000	\$42,000	\$420,000
Future ACIP			Pole-mounted apron lights	\$342,000	\$38,000	\$380,000
Future ACIP Subtotal				\$2,439,000	\$271,000	\$2,710,000
Total: AIP Eligible (as depicted on the December, 2016 ACIP and what is being considered in the near future)				\$4,734,000	\$526,000	\$9,510,000

March 10, 2016

Item No. **8f(1)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of March 15, 2016

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2016-,
AUTHORIZING SUBMISSION OF A GRANT APPLICATION TO THE
FEDERAL AVIATION ADMINISTRATION (FAA) FOR PARTICIPATION
IN THE 2016 MILITARY AIRPORT PROGRAM (MAP) FOR A PERIOD
UP TO FIVE YEARS FOR REHABILITATION AND CAPITAL
DEVELOPMENT AT THE MARINA MUNICIPAL AIRPORT**

REQUEST:

It is requested that the City Council consider:

1. Adopting Resolution No. 2016- , authorizing submission of a grant application to the Federal Aviation Administration (FAA) for participation in the 2016 Military Airport Program (MAP) for a period up to five years for rehabilitation and capital development at the Marina Municipal Airport.

BACKGROUND:

The Secretary of Transportation, through the Federal Aviation Administration's Airport Improvement Program (AIP), manages and administers the MAP. The focus of this program is to provide funding for rehabilitation and capital development for up to 15 current joint-use or former military airports. Eligible airports must be either a former military installation closed or realigned under the Title 10 U.S.C. Sec. 2687, or must be a military installation with both military and civil aircraft operations. MAP is intended to serve as a bridge, to facilitate a transition from former military function to civil / public facility, with a typical enrollment period of five years.

A maximum of 15 airports per fiscal year may participate in the MAP, of which three (3) may be General Aviation (GA) Airports. There is currently one (1) GA slot available for designation or re-designation in FY 2016.

Marina Municipal Airport meets eligibility requirements for a GA slot. The city applied for inclusion in MAP unsuccessfully in 2012 and again in 2015. The city is seeking participation in the MAP in 2016 in pursuit of the one available GA slot.

Benefits to participation in MAP include receipt of significantly more entitlement funding during the enrolled period than would normally be received through AIP (up to \$7,000,000 each fiscal year for MAP eligible projects, with up to an additional \$7,000,000 each fiscal year for terminal building facilities), and realizing funding for a much broader list of eligible capital improvements, including those eligible through AIP.

Tartaglia Engineering has prepared documents to be part of the MAP Application including the proposed Program Narrative ("**EXHIBIT A – PROGRAM NARRATIVE**"), accompanying MAP Sketch delineating and identifying the specific projects ("**EXHIBIT B – MAP SKETCH**"), a schedule of proposed improvements directed at rehabilitation and upgrades to the existing (former military) structures and hangars ("**EXHIBIT C – TABLE 1, BUILDING REHABILITATION**"), a schedule of airfield upgrades and capital expenditures typically considered as non AIP eligible or known to score very low in AIP eligibility ("**EXHIBIT D – TABLE 2, NON-AIP ELIGIBLE**"), and a schedule of AIP eligible capital projects, being the five years of the current federal Airport Capital Improvement Program (ACIP) ("**EXHIBIT E – TABLE 3, AIP ELIGIBLE (5-YEAR ACIP)**").

ANALYSIS:

Submission of an application re-affirms the City's previous and sustained interest in participating. A complete application must be on file with the FAA for consideration for enrollment in MAP. Selection to participate in MAP however, is not assured, evidenced by the results of the previous two application submissions.

Improvements and capital development realized through successfully participating in MAP will have an immediate positive impact on the business climate at the airport and on the airports ongoing efforts towards self-sustainability. Furthermore, capital expenditures focused on rehabilitation of existing (former military) structures, will reduce potential exposure to liability attributed to unsafe work environment (possible presence of lead, asbestos, and mold), personal injury (rolling the large, manual hangar doors), or delayed resolution with ADA compliance issues (restrooms, building access, and second floor access).

FISCAL IMPACT:

Should the City Council approve this request, FAA funding through MAP is at 90% of total eligible project costs. As the grant sponsor, the City of Marina will be responsible for 10% match. It is anticipated that, if selected, the actual grant-funded project list will be a sub-set of the overall submitted schedule, and individual grant applications will be prepared, submitted, and approved, reflecting actual FAA participation and city match obligations, with each individual application being reviewed and approved by council.

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

Jeff Crechriou
Airport Services Manager
City of Marina

REVIEWED/CONCUR:

Layne Long
City Manager
City of Marina

