

TOWN COUNCIL STAFF REPORT

Title: Resolution to Certify the Mammoth Yosemite Airport (MMH) Terminal Area Project Final Environmental Impact Report and Authorize the Agreement with Brandley Engineering for Conceptual Design of ARFF/Snow Removal Maintenance Facility for MMH.

Meeting Date: September 15, 2021

Prepared by: Grady Dutton, Airport Manager
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RECOMMENDATION:

Adopt the Town Council Resolution certifying the Mammoth Yosemite Airport Terminal Area Development Project Final Environmental Impact Report, adopt the required California Environmental Impact Report (“CEQA”) Findings and Mitigation Monitoring and Reporting Program, and authorize the agreement with Brandley Engineering for Design Services for the proposed ARFF/Snow Removal Equipment Facility for Mammoth Yosemite Airport (MMH).

BACKGROUND:

One of the highest priorities in the Mammoth Yosemite Airport (MMH) Airport Capital Improvement Program (ACIP) is our proposed Aircraft Rescue and Firefighting and Snow Removal Equipment (ARFF/SRE) facility that will house our ARFF vehicle and our snow removal equipment. This project is also included as a high priority item in the Capital Improvement Program (CIP) approved by Town Council on September 1, 2021. We have notified the San Francisco Airport District Office (ADO) of the Federal Aviation Administration (FAA) of our intent to make application for discretionary funds for design and construction of this facility. The next step in that process is to begin conceptual design. The current estimate for the ARFF/SCE Facility and associated site work is \$4.2 million.

The Town has recently completed preparation of an Environmental Impact Report (EIR) for the MMH Terminal Area Development Project that includes a number of future improvements to MMH, including this facility. In order to authorize the contract with Brandley Engineering the Town Council will need to certify the EIR that completes the environmental analysis for the proposed project as well as other projects within the Airport Capital Improvement Program (ACIP).

ANALYSIS:

Design and Construction Process:

MMH is in need of an appropriate facility to house our Aircraft Rescue and Firefighting (ARFF) equipment, Snow Removal Equipment (SRE), and to provide a stall to perform

routine care of these vehicles and equipment. Staff has been working with the FAA and Brandley Engineering on conceptual design of that facility. The facility will have a footprint of approximately 8,400 SF and will include a mezzanine of approximately 2,300 SF, for a total size of 10,000. Staff has proposed to the FAA that the final design and construction of the facility and required offsite improvements be completed with a combination of two procurement processes.

First, as the work required to provide access to the building and certain items outside the building footprint include typical improvements such as roadway and utilities, it is proposed that those improvements (offsites) be completed with a separate, Design/Bid/Build process. This process is quite familiar to the Town, as it is used for nearly every design and construction project the Town has pursued.

Second, staff has proposed that a Design-Build process be used to deliver the building. It is staff's opinion that a Design Build process will enable the Town to deliver a building that meets MMH needs in a more timely fashion, likely several months faster than a typical design bid build process. It will also have the advantage of identifying the final cost of the facility earlier in the process.

The Design/Build process typically includes a number of steps. Staff will work with FAA staff to ensure FAA requirements are met to ensure eligibility:

- Conceptual plans
- Design-Build Request for Qualifications
- Shortlist Design-Build Teams
- Request for Proposals for final design and construction
- Select Design-Build Team and Negotiation of Guaranteed Maximum Price
- Town Council Authorization to Proceed
- Final Design and Construction

Staff has obtained two proposals from Brandley Engineering. First is a proposal for the design of the offsite work. Second is a proposal for preparation of conceptual design plans for the facility. Those plans will be used to facilitate the Design-Build process. Both proposals will be included in one agreement, with a clear separation of the tasks and funds for FAA Grant tracking purposes. These proposals are in a Not To Exceed (NTE) format to enable Town staff to closely monitor expenditures and reduce costs wherever feasible.

Proposals:

- A. Offsite improvements in support of ARFF/SRE facility proposal (detailed proposal attached, all consultant fee estimates are not to exceed):
 - a. Phase 1, Preliminary Engineering: \$34,000
 - b. Phase 2, Engineering Design Through Preparation of Plans and Specifications: \$133,000
 - c. Phase 3, Engineering Services During Bid and Award: \$12,000

The total contract amount for this work will not exceed \$179,000 without prior approval of the Town.

Geotechnical services are included in Phase 1, Preliminary Engineering. In order to facilitate scheduling of the field work in advance of any weather concerns, the field work has been separately authorized by the Town Manager. That amount will be deducted from the proposal.

- B. Conceptual Design for Design-Build Process for ARFF/SRE facility proposal (detailed proposal attached, all estimates are NTE):
- a. Phase 1, Preliminary Engineering, Project Scoping, and Justification: \$16,000
 - b. Phase 2, Preparation of Architectural Bridging Documents, Plans, Specifications, Reports: \$120,000
 - c. Phase 3, Design-Build Package Development - The development of a Design-Build Package for advertisement: \$21,000
 - d. Phase 4, Engineering Support During Bidding and Contract Award - The engineering design requirements during bid and award will include the following:
 - i. Phase 4a, Support During Bidding and Award
 - ii. Phase 4b, Review of Design-Build Design Team RFQ Submittals
 - iii. Phase 4c, Review of Design-Build Cost ProposalsSubtotal, Phase 4, Engineering During Bid & Award Not to Exceed \$29,000

The total contract amount for this work will not exceed \$166,000 without prior approval of the Town.

The total authorization requested for the Final Offsite Plans and the Conceptual Design for the Building is \$345,000.

Staff will be closely coordinating this process with FAA at every step to ensure maximum eligibility for funding. It should be noted that while the Environmental Considerations described below include the Terminal Area Development Project as a whole, the only portion under consideration at this time is the ARFF/SRE Facility.

FINANCIAL CONSIDERATIONS:

Staffing for this work is included in the respective department's work program. We have notified FAA of our intent to apply for discretionary funding for this project. Final funding may include use of entitlement funds as well as discretionary funds. There may also be a Town share. These issues will be a subject of discussions with the FAA in the coming months. Existing Town Airport Funds will be utilized for the initial design, with the understanding they will be eligible for reimbursement by FAA once a grant is obtained. Staff will provide regular updates of discussions with FAA regarding entitlement and discretionary funds. The precise funding sources will be presented to Town Council prior to consideration of any Design Build agreement.

ENVIRONMENTAL CONSIDERATIONS:

An Environmental Impact Report (EIR) was prepared for the Mammoth Yosemite Airport Terminal Area Development Project (Project). The scope of the environmental analysis for CEQA evaluates the implementation of the Project at the Mammoth Yosemite Airport. The principal improvements associated with the project include a new 39,288-square-foot passenger terminal building, a new 8,400-square-foot maintenance building with eight bays (including Aircraft Rescue and Fire Fighting ARRF vehicle), a new aircraft parking apron, aircraft de-icing facilities connecting taxiways, and supporting infrastructure such as access and service roads, parking lots, and new potable water, wastewater disposal, and other utility facilities. Please see the Planning and Economic Development Commission staff report (**Attachment 2**) dated July 14, 2021, for a full description of the EIR preparation and review process for the Project, and summary of the environmental considerations.

The Planning and Economic Development Commission provided an opportunity for the public to provide verbal or written comments on the Draft EIR at their regular meeting held on July 14, 2021. No public comments were received at that meeting and a total of two comment letters were received during the advertised 45-day public review and comment period. The comment letters were received from the Great Basin Unified Air Pollution Control District and the Lahontan Regional Water Quality Control Board.

The comment letters from both agencies along with responses to the comment letters are included in the Final EIR. It was determined in consultation with the Town's environmental consultants, that the comments provided to the Town did not include substantial new information requiring recirculation of the EIR or additional environmental review of the Project under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5.

With the Final EIR complete, the Town Council will need to certify the Final EIR and take an action on the Project "approval" in order to preserve the investment the Town has made in conducting the CEQA process for a period of years. In this case the action requested for approval is the Authorization of an agreement with Brandley Engineering for Conceptual Design of the ARFF/Snow Removal Maintenance Facility identified as part of the Terminal Area Development Project. In the absence of an "approval," a Notice of Determination cannot be effectively filed, and the prescribed 30-day statute of limitations on filing CEQA challenges will not run.

Staff recommends Town Council adopt the Town Council Resolution, certifying the Mammoth Yosemite Airport Terminal Area Development Project Final Environmental Impact Report and adopt the required California Environmental Impact Report ("CEQA") Findings and Mitigation Monitoring and Reporting Program.

A National Environmental Policy Act (NEPA) Environmental Assessment (EA) has also been prepared for the Project and is in review with the FAA. The FAA is the approval authority for the NEPA document.

ATTACHMENTS:

1. Town Council Resolution
2. July 14, 2021, PEDC Staff Report
3. Brandley Proposal, Offsite Improvements
4. Brandley Proposal, Conceptual Design ARFF/SRE Building