



Yakima Air Terminal - McAllister Field

2406 W. Washington Ave, Suite B
Yakima, WA 98903
(509) 575-6419
www.flyYKM.com

Thursday, March 5, 2020

Eric Johnson
WSDOT - Aviation
Construction & Grants Program Manager
7702 Terminal Street SW
Tumwater, Washington 98501-7264

Dear Mr. Johnson,

It is with pleasure to submit the Yakima Air Terminal-McAllister Field's grant application for the 2020-2021 calendar years. The airport requests matching funds up to \$79,657.71 to complement our upcoming 2020 – 2021 Capital Improvement Projects. The airport has recognized the need to rehabilitate the airport's primary Runway 9/27 High Intensity Runway Edge Light and conduct needed asphalt maintenance to include crack and fog. Additionally, the apron adjacent to McAllister Museum is heavily utilized by transient pilots who wish to visit and receive fuel is in need for preventative maintenance. Enclosed you will discover the following documents that supplement the grant application:

- Grant application (signed)
- WSDOT grant assurances (signed)
- Grant application checklist
- Resolution supporting local match with Passenger Facility Charge funds
- Passenger Facility Charge approval letter from Federal Aviation Administration
- Resolution for City Manager to apply for WSDOT grant
- Engineer's estimate for construction activities
- Draft project schedules and dispersal of funds

Thank you for your time considering our application as we continue to support WSDOT's mission of replacing aging infrastructure while preserving airports within the state. In the event you need any further documentation or have any questions feel free to contact me at your convenience.

Sincerely,

Robert K. Peterson
Airport Director
Yakima Air Terminal-McAllister Field

CC: Kris Yalovich: Administrative Assistant, Security and Grants
File



Airport Aid Application Checklist



Washington State
Department of Transportation

Sponsor: City of Yakima
Airport: Yakima Air Terminal-McAllister
☒ NPIAS ☐ Non-NPIAS
Amount Requested: \$ 79,657.71
Local Match: \$ 1,458,154.16 - 5.4 %
Expected Start: July 2020

Project Type

☒ Pavement
☒ Safety
☒ Maintenance, Security, and Planning
☐ Other _____

Expected Completion: December 2020

<u>Item</u>	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Comments</u>
Application Submitted by Authorized Representative	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Application Received by Deadline	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Amount Requested is \$750,000 or Less	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Local Match (Minimum 5% or 5% FAA Match)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Eligible Project(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Approved Airport Layout Plan (on file at WSDOT)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Protective Zoning in Place	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Project Data Sheet Completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
• Project Layout Plan/Sketch Submitted	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Supplemental Justification Sheet Completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Statement of Support from Elected Official(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Adopted Resolution – Matching Funds Available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Supporting Documentation:	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
• Consultant Selection Process Documented	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Scope of Work & Fee Spreadsheet Submitted	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Signed Grant Assurances Submitted	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
• Project Plans & Specifications Completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• Detailed Project Schedule Submitted	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
• Detailed Project Cost Information Submitted <i>(Engineers Estimate or Bid Tab, Detail of Admin. Expenses, etc.)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
• Monthly Spending Plan Submitted	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
• Property Appraisal Complete <i>(Land Acquisition Projects Only)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Demonstrate FAA Funds Sought First (NPIAS Only)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Airport Information System Annual Update <i>(Completed by December 31 for Prior Calendar Year)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Airport Sponsor has Adopted Greenhouse Gas Emission Reduction Policies	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Job Creation Data Submitted	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
Application Complete	<input checked="" type="checkbox"/>	<input type="checkbox"/>		



Airport Aid Application

"A Steward for Washington's Aviation System"

7702 Terminal Street SW
Tumwater, Washington 98501-7264

Date of Request

3/2/2020

1 Applicant: Yakima Air Terminal-McAllister Field <hr/> Applicant's Authorized Representative: Name: Alex Meyerhoff Title: Interim City Manager Address: 2406 W. Washington Ave. Ste B Address 2: City: Yakima State: WA Zip: 98903 Phone: (509) 575-6149 Cell: (509) 833-0898 Email: alex.meyerhoff@yakimawa.gov	2 Project to be Managed by: Company: JUB Engineering Name: Tim Ike Address: 422 W. Riverside Road, Ste 304 Address 2: City: Spokane State: WA Zip: 99201 Phone: (509) 458-3727 Cell: (509) 280-8784 Email: tike@jub.com
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Find your legislative and congressional district at:
<http://app.leg.wa.gov/districtfinder/>

3 Airport: Yakima Air Terminal-McAllister Field <input checked="" type="checkbox"/> NPIAS <input type="checkbox"/> Non-NPIAS	FAA Classification: Small / Non-Hub State Classification: Commercial	Legislative District: 15th Congressional District: 4th
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4 No.	Project Name and Description (list in order of priority)	Total Project Cost	Local Funds	Aviation Division Funds	Federal Funds	Other Funds (Name Source)
1	Rehabilitation of Runway 9/27 HIRL with Asphalt Maintenance	1,443,154.16	72,157.71	72,157.71	1,298,838.75	
2	McAllister Museum Asphalt Crackseal	15,000.00	7,500.00	7,500.00	0.00	
3						
Totals		1,458,154.16	79,657.71	79,657.71	1,298,838.75	0.00

5 Does the airport have an up-to-date Master Plan or ALP Narrative Report?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date: 5/5/2015
Does the airport have an approved Airport Layout Plan (ALP)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date: 5/5/2015
Was annual requirement to review and update Airport Information System (AIS) data met for the preceeding calendar year?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Does the airport sponsor have policies to reduce greenhouse gas emissions? - If yes, submit a copy of the policies.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Submitting copy via:
Submit signed acceptance of <u>Airport Aid Grant Assurances</u> .	Submitting signed grant assurances via: <u>Emailing - Electronic Document</u>	
Submit adopted resolution; 1) Authorizing submittal of grant application, 2) Stating matching funds are available, and 3) Support of elected officials. <i>*Does not apply to private airport sponsors</i>	Submitting copy via: <u>Emailing - Electronic Document</u>	

6 Signature of Applicant's Authorized Representative <i>*Only sign IF printing and submitting original paper document, provide signature here.</i> <i>*IF submitting application electronically (fillable form .pdf document), Email must be sent directly from airport's authorized representative.</i>	_____
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Instructions for Airport Aid Application (DOT Form 900-030EF)

1. Applicant

The name of the municipality or person who legally owns and is responsible for managing the airport "airport sponsor".

The Applicant's Authorized Representative is that individual who may be duly authorized by the public entity to act on its' behalf in the performance of duties overseeing the airport. Typically this is a mayor, city manager, county commissioner, city councilperson, port director, or tribal council member. The authorized representative should be the same individual who will sign the Airport Aid grant agreement if awarded funding. The airport manager should only be listed if he or she has the authority to negotiate contracts on behalf of the applicant.

Name, Title, Address, Phone, Cell, and Email Address. This should be the contact information for the applicant's authorized representative.

2. **Project to be Managed by** is the individual who will be responsible for the day-to-day management of the project and will be the appropriate contact for WSDOT Aviation to communicate matters relating to the grant. This person could be an employee of the airport sponsor. If the airport sponsor would like to authorize their consultant to communicate directly with WSDOT Aviation on their behalf, than this would be the that individual.

3. **Airport** is the approved name of the airport.

Check if the airport is included in the National Plan of Integrated Airport Systems (NPIAS) or whether it is designated as a Non-NPIAS airport.

Select the appropriate FAA and State classifications from the dropdown lists.

Select the appropriate Legislative and Congressional districts for the airport from the dropdown lists (If you are unsure of your districts, click on the hyperlink and enter the airport sponsor's address).

4. Project Name and Description Listed by Priority, along with Project Funding Sources

Number the projects 1, 2, 3, etc. in order of the priority (high to low).

The Project Name should be descriptive and be similar to the Project Title entered in the State Capitol Improvement Program (SCIP). Projects submitted that are not included in the SCIP will not be considered for funding.

Give a brief but accurate description of the project. You will have the opportunity to expand upon this in the Project Data Sheets to follow.

Insert the full cost of the project, the amount the airport sponsor will contribute (a minimum of 5% of the total cost for projects without federal funding or a minimum of half the local share required of federal funds e.g. FAA 90% / Local 5% / WSDOT 5%), and the amount you are requesting from the Aviation Division.

Include any other funds including the funding source (e.g. grant funds from another agency, private funds, etc.).

The total of the first column must equal the total of all other columns. The totals for the columns will automatically be calculated.

Please make these amounts as accurate as you can. Actual project bid amounts or negotiated consultant fees are preferable. If precise amounts are not yet available you are encouraged to use professional engineering estimates. If these estimates turn out to be an understatement and inadequate to cover the cost of the actual project, WSDOT Aviation may not be able to cover the additional costs which may have to be borne by the applicant. You will be asked to provide additional information supporting these costs and the source on the project data sheets.

5. Other Questions and Required Documentation

Master Plan / ALP Narrative Report - Please indicate if the airport has an approved Airport Master Plan or Airport Layout Plan (ALP) Narrative Report by checking 'Yes' or 'No'. If 'Yes' insert the month and year the report is dated.

Airport Layout Plan (ALP) - Please indicate if the airport has an approved Airport Layout Plan (ALP) by checking 'Yes' or 'No'. If 'Yes' insert the month and year the plan was approved. The project you are requesting funding for must be shown on the ALP in order to be considered for funding. If the airport does not have an approved ALP, the only project the sponsor should request funding for is the preparation of an Airport Master Plan and ALP.

Airport Information System (AIS) - Please indicate by checking 'Yes' or 'No' if the airport sponsor met the requirement to review and update their data in the AIS for the preceeding calendar year by the December 31 deadline.

Greenhouse Gas Policy - RCW 70.235.070, outlines fund distribution prerequisites for infrastructure and capital development projects, all airport sponsors should adopt a greenhouse gas emission reduction policy in accordance with this new law. Please indicate by checking 'Yes' or 'No' if the airport sponsor has an adopted policy. If 'Yes' submit a copy of the policy to WSDOT Aviation and indicate how you are submitting by selecting the appropriate response from the drop-down menu.

For more information on this law, please visit Washington State Legislature's Revised Code of Washington (RCW) at <http://apps.leg.wa.gov/rcw/default.aspx?cite=70.235.070>

While having a policy is currently not a requirement that determines grant eligibility, it is anticipated in the near future that this will be an added requirement.

Airport Aid Grant Assurances - The airport's signed acceptance of WSDOT Aviation's Airport Aid Program Grant Assurances (Chapter 468-260 WAC) must be submitted with each Airport Aid Application. Please indicate how you are submitting the signed grant assurances by selecting the appropriate response from the drop-down menu. Please include the the grant assurances document in its entirety.

Adopted Resolution - Publicly owned airport sponsors must submit a resolution adopted by its elected officials. The resolution shall 1) Authorize submittal of the application to WSDOT Aviation, 2) State that the sponsor has the required matching funds available, and 3) State the elected officials support of the application. Please indicate how you are submitting the signed grant assurances by selecting the appropriate response from the drop-down menu.

6. Signing and submitting the Grant Application

WSDOT Aviation is now allowing airport sponsors to submit the grant application and supporting documentation electronically. The Airport Aid Application, Project Data Sheet(s), and Supplemental Justification Sheet(s) will need to be emailed from the Applicant's Authorized Representative as the saved (fillable form) .pdf file. The email being sent directly from the Applicant's Authorized Representative will serve in lieu of an actual signature on a printed document.

The application can still be submitted as a printed document, in which case the Applicant's Authorized Representative will need to sign the Airport Aid Application in the space provided.

There are multiple methods available for submitting the additional supporting documentation either electronically or in printed form.

Regardless of how the airport sponsor chooses to submit their application, all application forms and supporting documentation must be received by WSDOT Aviation by the published deadline.



Airport Aid Application Project Data Sheet

Complete a separate Project Data Sheet for each project listed from the Airport Aid Application (Form 900-030EF)

Yakima Air Terminal-McAllister Field - Yakima Air Terminal-McAllister Field - Project No. 1 - Rehabilitation of Runway 9/27 HIRL with Asphalt Maintenance

1 Project Category (Select One Only):

- ☒ Pavement ☐ Safety ☐ Planning ☐ Security ☐ Runway Safety ☐ Equipment ☐ Maintenance ☐ Property ☐ Other
☒ Rehabilitation ☒ Runway
☐ Maintenance ☐ Taxiway
☐ Reconstruction ☐ Apron
☐ New Construction ☐ Taxiway
☐ Helipad
☐ Other

2 Detailed Project Description / Approach to Accomplishing Project:

Runway 9/27 High Intensity Runway Lighting System is fast approaching ^{the end of} its useful life. This project will replace the HIRL system with state of the art LED edge light system with new transformers and wire back to the regulator. Additionally, the airport will crack, fog seal, and update the Runway markings to meet current FAA airfield marking standards.

3 Project Justification:

The Yakima Air Terminal-McAllister Field encompasses approximately 5,573,055 sq/ft of asphalt to accommodate aircraft operations and aircraft parking areas. The Airport Master Plan update, adopted by City Council in 2015, identifies areas of asphalt that require maintenance which includes Runway 9/27 as well as the replacement of the HIRL system. The Runway 9/27 HIRL and asphalt maintenance is also included on the airport's five year Capital Improvement Plan (CIP). This primary runway is utilized by general aviation, corporate aviation, commercial airlines, military aircraft, and for airline diversions, due to inclement weather at Seattle-Tacoma International Airport or other neighboring commercial airports.

4 Cost Estimate Details:

Source of Project Cost Estimate - Engineer's Estimate

Total engineering costs to oversee construction activities and complete rehabilitation project is \$1,443,154.16. Bids are anticipated to be received by April 15, 2020 with a recommendation of award to the Federal Aviation Administration by May 1, 2020.

5 Project Schedule:

Expected Start of Project: 7/1/2020

Expected Completion of Project: 12/31/2020

Start of Work Covered by Grant: 7/1/2020

Completion of Work Covered by Grant: 12/31/2020

Submit a detailed project schedule (to include project milestones).

Submitting project schedule via: Emailing - Electronic Document

6 Other Supporting project documentation (Required):

Submit a spending plan identifying anticipated grant expenditures by month.

Submitting via: Emailing - Electronic Document

Submit job creation data using the Aviation Economic Impact Calculator.

Submitting via: Emailing - Electronic Document

7 Other Supporting project documentation (As Applicable):

Submit documentation supporting your consultant selection process.

Submitting via: Emailing - Electronic Document

Submit a copy of your consultant's Scope of Work.

Submitting via: Emailing - Electronic Document

Have project plans and specifications been prepared?

☐ Yes ☒ No

Has a property appraisal been completed for property acquisition?

☐ Yes ☒ No

FAA AIP Project Number: 3-53-0089-045-2020

FAA Grant Contract Number: 3-53-0089-45-2020

Other supporting documentation? _____



Airport Aid Application Project Data Sheet

Complete a separate Project Data Sheet for each project listed from the Airport Aid Application (Form 900-030EF)

Yakima Air Terminal-McAllister Field - Yakima Air Terminal-McAllister Field - Project No. 2 - McAllister Museum Asphalt Crackseal

1 Project Category (Select One Only):

- ☒ Pavement ☐ Safety ☐ Planning ☐ Security ☐ Runway Safety ☐ Equipment ☐ Maintenance ☐ Property ☐ Other
☐ Rehabilitation ☐ Runway
☒ Maintenance ☐ Taxiway
☐ Reconstruction ☒ Apron
☐ New Construction ☐ Taxi Lane
☐ Helipad
☐ Other

2 Detailed Project Description / Approach to Accomplishing Project:

The transient apron at McAllister Museum provides pilots the opportunity to visit the museum, Civil Air Patrol, Reno's on the Runway, Cub Crafters, and receive aviation fuel. The apron encompasses approximately 45,000 square feet of asphalt where 5,352 linear feet of cracks have been identified to be cracksealed. The project will remove old crackseal, clean the areas of repair, and fill cracks with sealer, mastic, or asphalt depending on the width of the crack. This maintenance function will preserve the life expectancy of the asphalt and reduce the hazards to aircraft operators.

3 Project Justification:

The Yakima Air Terminal-McAllister Field encompasses approximately 5,573,055 sq/ft of asphalt to accommodate aircraft operations and aircraft parking areas. The Airport Master Plan update, adopted by City Council in 2015, identifies areas of asphalt that require rehabilitation using a Pavement Condition Index (PCI) rating between 0 and 100 (0 meaning failed pavement and 100 meaning excellent pavement). The apron located at the McAllister Museum has a PCI range of 55 - 45 based on the 2018 pavement assessment conducted by WSDOT Aviation. This apron is utilized by general aviation and corporate aircraft where many are transient pilots who purchase fuel and visit tenants in the area.

4 Cost Estimate Details:

Source of Project Cost Estimate - Actual Bid Amount

A quote provided by a leading asphalt repair company indicated to repair 5,352 liner feet of cracks is estimated to be \$15,000.00.

5 Project Schedule:

Expected Start of Project: 8-1-2020

Expected Completion of Project: 9-1-2020

Start of Work Covered by Grant: 8-1-2020

Completion of Work Covered by Grant: 9-1-2020

Submit a detailed project schedule (to include project milestones).

Submitting project schedule via: Emailing - Electronic Document

6 Other Supporting project documentation (Required):

Submit a spending plan identifying anticipated grant expenditures by month.

Submitting via: Emailing - Electronic Document

Submit job creation data using the Aviation Economic Impact Calculator.

Submitting via: Emailing - Electronic Document

7 Other Supporting project documentation (As Applicable):

Submit documentation supporting your consultant selection process.

Submitting via: Emailing - Electronic Document

Submit a copy of your consultant's Scope of Work.

Submitting via: Emailing - Electronic Document

Have project plans and specifications been prepared? ☒ Yes ☐ No

Has a property appraisal been completed for property acquisition? ☐ Yes ☒ No

FAA AIP Project Number: N/A

FAA Grant Contract Number: N/A

Other supporting documentation? _____

Instructions for Project Data Sheet (DOT Form 900-030A)

Complete a separate Project Data Sheet for each project listed from the Airport Aid Application (Form 900-030EF). Three individual sheets have been created and have automatically populated data for Airport Sponsor, Airport Name, Project No. and Title. If there are more than three projects, you will need to complete an additional application packet.

- 1. Project Category and Type** - Mark the appropriate project category. Some categories will also expand asking for a more specific project type under that category (e.g. Category - Pavement, Project Type - Rehabilitation). Select only the category of the most prominent work element of your project.
- 2. Detailed Project Description** - Provide a brief but descriptive narrative of the project to thoroughly explain what will be accomplished by the project. Please be as clear and specific as possible.

Example: Runway 7/25 (3200' x 60') rehabilitation to include grinding top 1/2-inch of asphalt and overlaying with 2 inches of Class B hot mix asphalt (HMA). The project will also include markings and displacing Runway 7 by 100 feet.
- 3. Project Justification** - Provide a brief narrative to justify why the project should receive state funding. Explain if it is a pavement project recommended by WSDOT Aviation's Airport Pavement Management System (provide details such as the specific pavement sections, PCI values, etc.), if a certain activity level at the airport has triggered the need for the improvements, or if the project is to correct an item of non-compliance found during a 5010 inspection or FAA compliance inspection.
- 4. Cost Estimate Details** - Provide specific information as to how the project costs shown on the first page of the Airport Aid Application were arrived at including the source (i.e. bid tab, engineer's estimate, vendor quote, etc.). Be sure to include a detailed itemization of the specific costs (i.e. labor and overhead costs not just construction costs in your estimate (i.e. design engineering, environmental, project bidding, construction, construction observation, etc.))
- 5. Project Schedule** - Indicate the expected start and completion of the project as well as the dates for when the work that would be included in the grant is beginning and ending. Note that these two sets of dates can be different based on the date advertised in which project work will be eligible. For example, WSDOT Aviation's grant cycle may be the first in the state's biennium and can only fund work that would take place after July 1st, but the airport is a NPIAS airport and has received a grant from the FAA and opted to begin the work in May as to not delay the project. In this example, only the work taking place after July 1 would be eligible for grant funds.

Also submit a detailed project schedule that includes major milestones, key deliverables, specific actions, etc.
- 6. Other Supporting Project Documentation (Required)** - 1) Submit a spending plan showing anticipated grant reimbursement amounts by month over the duration of the project, and 2) Submit information on jobs created by the project (WSDOT's Aviation Economic Impact Calculator is a good tool for this).
- 7. Other supporting Project Documentation (As Applicable)** - Provide any additional information as applicable that will help WSDOT Aviation fully understand your project.



Airport Aid Application Supplemental Justification

Complete a separate Supplemental Justification for each project listed from the Airport Aid Application (Form 900-030EF)

Yakima Air Terminal-McAllister Field - Yakima Air Terminal-McAllister Field - Project No. 1 - Rehabilitation of Runway 9/27 HIRL with A₁

1. Will the project correct an identified airport safety hazard, deficiency, or non-standard design item? ☒ Yes ☐ No
If Yes, specify the correction(s).

Replacement of the airport's primary runway High Intensity Runway Lighting system will ensure the system remains reliable for commercial, corporate, and general aviation users. Additionally, the runway is approximately 10 years old and requires maintenance to ensure the pavement's life expectancy is preserved. By crack, fog sealing, and remarking the asphalt it will not only prolong the life cycle of the asphalt but prevent future raveling that will create foreign object debris hazards.

2. Does the project serve a vital community need? If Yes, specify the need(s). ☒ Yes ☐ No

Replacement of the runway High Intensity Runway Lighting System and asphalt maintenance is vital to both the aviation community as well as the local community. Additionally, the Yakima Airport is identified as an alternate landing field for airlines arriving into SEATAC and the runway has allowed the airport to receive diverted aircraft.

3. Does the project promote economic development and financial sustainability for the airport? If Yes, please elaborate. ☒ Yes ☐ No

The Runway HIRL system and crackseal project is a high priority for economic development opportunities in Yakima. Additionally there's been interest with a large flight school to relocate to the airport and would utilize the runway for their flight training. This project will not only produce jobs within the community to replace aging infrastructure but also jobs in the event the flight school relocated to the airport.

4. Project Readiness:

- a. Has required environmental documentation (e.g. NEPA/SEPA) been approved? ☒ Yes ☐ No
b. Is project ready to proceed immediately? ☒ Yes ☐ No

LAND USE COMPATIBILITY

1. Does the local land use jurisdiction recognize the airport as an Essential Public Facility in its comprehensive plan? If Yes, provide reference to the specific location(s) in the plan. ☒ Yes ☐ No

City of Yakima Comprehensive Plan (Page 3-10)

2. Does the comprehensive plan include the airport in the 'Transportation System Inventory'? If Yes, provide reference to the specific location(s) in the plan. ☒ Yes ☐ No

City of Yakima Comprehensive Plan (Chapter 6)
City of Yakima Comprehensive Plan (Page 3-10)

3. Does the comprehensive plan include policies that discourages the development of incompatible land uses adjacent to the airport? If Yes, provide reference to the specific location(s) in the plan. ☒ Yes ☐ No

YMC Chapter 15.30 Airport Safety Overlay

4. Are regulations in place that prohibit penetration of FAR Part 77 surfaces? If Yes, provide reference to the specific regulation(s). ☒ Yes ☐ No

YMC Chapter 15.30.050 Height Restrictions

5. Is zoning in place that discourages the development of incompatible land uses adjacent to the airport? If Yes, provide reference to the specific code(s). ☒ Yes ☐ No

YMC Chapter 15.30 Airport Safety Overlay

6. Is zoning in place to regulate height hazards? If Yes, provide reference to the specific code(s). ☒ Yes ☐ No

YMC Chapter 15.30.050 Height Restrictions

7. Does the land use authority require aviation activity notices (e.g. title notice, notice on the plat)? ☒ Yes ☐ No



Airport Aid Application Supplemental Justification

Complete a separate Supplemental Justification for each project listed from the Airport Aid Application (Form 900-030EF)

Yakima Air Terminal-McAllister Field - Yakima Air Terminal-McAllister Field - Project No.3 -

1. Will the project correct an identified airport safety hazard, deficiency, or non-standard design item? ☒ Yes ☐ No
If Yes, specify the correction(s).

Project will remove approximately 5,352 liner feet of old cracksealing product, prep the area, and reinstall crackseal, mastic, or asphalt depending on the width of the crack. This project will address safety hazards as some cracks cause raveling of asphalt and therefore becomes a foreign object debris issue. Some larger cracks are a safety concern as smaller wheeled aircraft can be captured in certain areas and could cause damage to the aircraft or the potential for a prop strike.

2. Does the project serve a vital community need? If Yes, specify the need(s). ☒ Yes ☐ No

Apron is used for transient pilots who frequent Cub Crafters to meet and acquire aircraft. Additionally, the apron is used as a location for aviation fuel and pilots who wish to visit Reno's on the Runway or the museum.

3. Does the project promote economic development and financial sustainability for the airport? If Yes, please elaborate. ☒ Yes ☐ No

Project will employ local asphalt firm to address the safety concerns outlined in Section 1 of this form. Additionally, transient pilots who visit Cub Crafters and Reno's on the Runway will spend money within the community which in turn promotes jobs in the industry.

4. Project Readiness:

- a. Has required environmental documentation (e.g. NEPA/SEPA) been approved?
b. Is project ready to proceed immediately?

☐ Yes ☒ No
☒ Yes ☐ No

The following Airport Aid Program Grant Assurances are incorporated herewith and form a part of the sponsor's application for funding under the Airport Aid Grant Program.

Signature of Applicant's Authorized Representative: _____

Title of Representative: _____

Date: _____

Chapter 468-260 WAC

Last Update: 3/14/13

AIRPORT AID PROGRAM GRANT ASSURANCES

WAC Sections

468-260-010 General.

468-260-020 Duration and applicability.

468-260-030 Sponsor certification.

468-260-010

General.

(1) Airport sponsors shall comply with these assurances pursuant to and for the purpose of carrying out the provisions of the state of Washington airport aid program grant agreements.

(2) Airport sponsors will submit these assurances as part of the project application requesting funds under the provisions of RCW 47.68.090. As used herein, the term "public agency sponsor" means any municipality or municipalities acting jointly or any Indian tribe recognized by the federal government or such tribes acting jointly in the planning, acquisition, construction, improvement, maintenance, or operation of an airport, owned or controlled, or to be owned or controlled by such municipality or municipalities or Indian tribe or tribes, to be held available for the general use of the public; the term "private sponsor" means any person or persons acting jointly in the planning, acquisition, construction, improvement, maintenance, or operation of an airport, owned or controlled, or to be owned or controlled by such person or persons, to be held available for the general use of the public; and the term "sponsor" includes both public agency sponsors and private sponsors.

(3) Upon a sponsor's acceptance of a grant offer by the department, these assurances are incorporated in and become part of the grant agreement.

[Statutory Authority: RCW 47.68.090. 13-07-037, § 468-260-010, filed 3/14/13, effective 4/14/13.]

468-260-020

Duration and applicability.

(1) **Washington airport aid program projects undertaken by a sponsor.** The terms, conditions, and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport project, not to exceed twenty years from the date of acceptance of a grant offer of state funds for the project. However, there shall be no limit on the duration of the assurances regarding exclusive rights and airport revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with state funds.

(2) **Airport planning undertaken by a sponsor.** Unless otherwise specified in this grant agreement, only Assurances C:1, 2, 3, 4, 6, 7, 8, 13, 20, 33, 34, and 35 apply to planning projects. The terms, conditions, and assurances of this grant agreement shall remain in full force and effect during the life of the project.

[Statutory Authority: RCW 47.68.090. 13-07-037, § 468-260-020, filed 3/14/13, effective 4/14/13.]

468-260-030

Sponsor certification.

The sponsor certifies, with respect to this grant that:

(1) **General state requirements.** It will comply with all applicable Washington state laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of state funds for this project including, but not limited to, the following:

(a) State legislation:

- ☐ Chapter 8.26 RCW (Relocation assistance -- Real property acquisition policy)
- ☐ Chapter 27.34 RCW (State historical societies -- Historic preservation)
- ☐ Chapter 27.44 RCW (Indian graves and records)
- ☐ Chapter 27.48 RCW (Preservation of historical materials)
- ☐ RCW 29A.84.620 (Hindering or bribing voter)
- ☐ Chapter 36.70A RCW (Growth management -- Planning by selected counties and cities)
- ☐ Title 37 RCW (Federal areas -- Indians)
- ☐ Chapter 39.12 RCW (Prevailing wages on public works)
- ☐ RCW 47.29.200 (Prevailing wages)
- ☐ RCW 47.68.280 (Investigations, hearings, etc. -- Subpoenas -- Compelling attendance)
- ☐ RCW 47.68.310 (Enforcement of aeronautics laws)
- ☐ Title 49 RCW (Labor regulations)
- ☐ Title 64 RCW (Real property and conveyances)
- ☐ Chapter 70.94 RCW (Washington Clean Air Act)
- ☐ Title 86 RCW (Flood control)
- ☐ Title 91 RCW (Waterways)
- ☐ Title 12 WAC (Transportation, department of (aeronautics commission))
- ☐ Title 18 WAC (Air pollution)
- ☐ Title 25 WAC (Archaeology and historic preservation, department of)
- ☐ WAC 330-01-050 (dispositions, metropolitan municipal corporations)
- ☐ Title 167 WAC (Drug abuse prevention office)
- ☐ Title 197 WAC (Ecology, department of (environmental policy, council on))
- ☐ Title 198 WAC (Environmental and land use hearings office)
- ☐ Title 199 WAC (Environmental hearings office (environmental and land use hearings board))
- ☐ Title 254 WAC (Historic preservation, advisory council on)
- ☐ Title 326 WAC (Minority and women's business enterprises, office of)
- ☐ Chapter 330-01 WAC (Procedures for corridor and design public hearings under RCW 35.58.273)
- ☐ Chapter 468-100 WAC (Uniform relocation assistance and real property acquisition)
- ☐ WAC 468-100-008 (Compliance with other laws and regulations)
- ☐ Title 357 WAC (Financial management, office of -- State human resources director)
- ☐ Title 508 WAC (Ecology, department of (water resources))

(b) Executive orders:

- ☐ Governor's Executive Order 92-01 (Establishing Governor's Policy on a Drug-Free Work Place)
- ☐ Governor's Executive Order 96-04, Implementing the Americans with Disabilities Act and superseding Executive Order 93-03
- ☐ Governor's Executive Order 05-05 (Archaeological and Cultural Resources) Governor's Executive Order 11-01, superseding Executive Order 09-04, Amending Washington Council on Aerospace
- ☐ Governor's Executive Order 12-02 (Workforce Diversity and Inclusion)

(2) **General legal requirements.** It will comply with all applicable laws and ordinances, orders, guidelines, policies, directives, rules and regulations of municipal, county, and federal governmental authorities or regulatory agencies.

(3) **Responsibility and authority of the sponsor.**

(a) Public agency sponsor: It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

(b) Private sponsor: It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

(4) **Sponsor fund availability.** It has sufficient funds available for the portion of the project which is not paid by the state of Washington. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

(5) **Good title.** It holds good title, satisfactory to the department, to the areas of the airport or site thereof necessary for aircraft takeoff and landing as well as those necessary for the movement of aircraft to and from the landing and takeoff areas, or gives assurances satisfactory to the department that good title will be acquired prior to accepting grant funds.

(6) **Preserving rights and powers.**

(a) It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the department, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the department.

(b) It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property associated with this application or that portion of the property upon which state funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the department. If the transferee is found by the department to be eligible to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.

(c) If the sponsor is a private sponsor, it will, to the department's satisfaction, ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

(d) If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will, to the department's satisfaction, reserve and document in arrangements with said party sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with the regulations and the terms, conditions, and assurances in this grant agreement and shall ensure that such arrangement also requires compliance therewith.

(e) Sponsors of commercial service airports will not permit or enter into any arrangement that allows an owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport.

(f) Sponsors of general aviation airports entering into any arrangement that allows an owner of residential real property adjacent to or near the airport must comply with the requirements set forth in Section 136 of Public Law 112-95.

(7) **Consistency with local plans.** Certify, to the department's satisfaction, that the project is consistent with plans (existing at the time of submission of this application) of public agencies that are authorized to plan for the

development of the area surrounding the airport.

(8) **Consideration of local interest.** Certify, to the department's satisfaction, that it considered the interest of communities in or near where the project is located.

(9) **Consultation with users.** Certify to the department's satisfaction that when it made a decision to undertake any project, that it consulted with affected parties using the airport.

(10) **Public hearings.** In projects involving the location of an airport, an airport runway, or a major runway extension, it held public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the department, submit a copy of the transcript of such hearings to the department. Further, for such projects, its management board contain(s/ed) either voting representation from the communities where the project is located or it advised communities that they have the right to petition the department concerning a proposed project.

(11) **Air and water quality standards.** In projects involving airport location, a major runway extension, or runway location, it will provide the department appropriate written certification that the project will be located, designed, constructed, and operated so as to comply with applicable federal, state, and local air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the administrator of the Environmental Protection Agency, or the secretary of the Department of Ecology, certification shall be obtained. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the department.

(12) **Pavement preventive maintenance.** With respect to a project for the replacement or reconstruction of airport pavement, it assures or certifies to the department's satisfaction that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with state financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the department determines may be useful.

(13) **Accounting system, audit, and recordkeeping requirements.**

(a) It shall keep all project accounts and records which fully disclose the amount and disposition of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with RCW 43.09.200 and the Washington state budgetary, accounting, and reporting system (BARS) manuals and financial reporting packages.

(b) It shall make available to the department and the Washington state auditor's office, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The department may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the department not later than six months following the close of the fiscal year for which the audit was made.

(14) **Wage rates.** It shall include in all contracts in excess of two thousand five hundred dollars, or as outlined in WAC 296-127-050, for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages under the Washington State Prevailing Wages on Public Works Act, chapter 39.12 RCW, which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work. This shall be documented by a statement of intent to pay prevailing wages and an affidavit of wages paid.

(15) **Nondiscrimination requirements.** It shall prohibit discrimination in all phases of contracted employment, contracting activities and training pursuant to Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Justice System Improvement Act of 1979, the Americans with Disabilities Act of 1990, the Civil Rights Restoration Act of 1987, 49 C.F.R. Part 21, chapter 49.60 RCW and other related laws and statutes.

(16) **Equal employment opportunity (EEO) responsibilities.** It shall comply with regulations relative to nondiscrimination in state-assisted programs of the department, which are herein incorporated by reference and made a part of this project. With regard to the work performed during the project, it shall not discriminate on the

grounds of race, color, gender, creed, national origin, age, sexual orientation, gender identity, marital status, disability or veteran status in the selection and retention of contractors, consultants and service providers, including procurement of materials and leases of equipment.

(17) **Veteran's preference.** It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to ensure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to honorably discharged military personnel who are veterans of any war of the United States, or of any military campaign for which a campaign ribbon shall have been awarded, and their widows or widowers, shall be preferred for appointment and employment. Age, loss of limb, or other physical impairment, which does not in fact incapacitate, shall not be deemed to disqualify them, provided they possess the capacity necessary to discharge the duties of the position involved as defined in RCW 73.16.010. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

(18) **Conformity to plans and specifications.** It will execute the project subject to plans, specifications, and schedules approved by the department. Such plans, specifications, and schedules shall be submitted to the department prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the department, shall be incorporated into this grant agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the department, and incorporated into this grant agreement.

(19) **Construction inspection and approval.** It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the department for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the department and such work shall be in accordance with regulations and procedures prescribed by the department. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the department shall deem necessary.

(20) **Planning projects.** In carrying out planning projects:

(a) It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved by the department.

(b) It will furnish the department with reports pertaining to the planning project and planning work activities, as designated by the department.

(c) It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the state of Washington.

(d) It will make all material prepared in connection with this grant available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

(e) It will give the department unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

(f) It will grant the department the right to disapprove the sponsor's selection of specific consultants and their subcontractors to do all or any part of projects funded by this grant as well as the right to disapprove the proposed scope and cost of professional services.

(g) It will grant the department the right to disapprove the use of the sponsor's employees to do all or any part of the project.

(h) It understands and agrees that the department's approval of this project grant or the department's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the department to approve any pending or future application for an airport aid grant.

(21) **Operation and maintenance.** The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States or the state of Washington, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably

operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for nonaeronautical purposes must first be approved by the department. In furtherance of this assurance, the sponsor will have in effect arrangements for:

(a) Operating the airport's aeronautical facilities whenever required;

(b) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and

(c) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

(22) Hazard removal and mitigation. It assures that such terminal airspace under the appropriate category of Federal Air Regulation Part 77, 14 C.F.R. 77, as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards. Where hazards are on land owned by others, the sponsor will make every effort to coordinate with owners to mitigate airport hazards.

(23) Compatible land use. It shall, either by the acquisition and retention of property interest, in fee or easement, or by seeking enforcement of local zoning action, prevent the construction of any object which may constitute an incompatible land use such as residential encroachment, wildlife attractants, uses that emit smoke, steam, glare, or electromagnetic interference, and height hazards. Sponsor will take proactive measures to discourage incompatible land uses adjacent to the airport, to include a formal consultation with local jurisdictions on land use issues, and support and/or recommend land use regulations consistent with WSDOT best management practices found in WSDOT's *Airports and Compatible Land Use Guidebook*.

(24) Economic nondiscrimination.

(a) It will make the airport available as an airport for public use and without discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

(b) In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

(i) Furnish said services on a reasonable, nondiscriminatory, basis to all users thereof; and

(ii) Charge reasonable, and nondiscriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

(c) Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

(d) Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

(e) Each air carrier using such airport (whether as a tenant, nontenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or nontenants and signatory carriers and nonsignatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

(f) It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation

operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to, maintenance, repair, and fueling) that it may choose to perform. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

(g) The sponsor may establish such reasonable, and nondiscriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

(25) Exclusive rights. It will not grant exclusive right for the use of the airport to any person(s) providing, or intending to provide, aeronautical services to the public. For purposes of this subsection, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if the following apply:

(a) It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services;

(b) If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities including, but not limited to, charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity existing at such an airport before the grant of any assistance under RCW 47.68.090; and

(c) It has received approval from the department.

(26) Fee and rental structure. It will maintain a competitive fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account factors such as the volume of traffic and economy of collection. No part of the state share of an airport development or airport planning project for which a grant is made under RCW 47.68.090 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

(27) Airport revenues. All revenues generated by the airport and any local taxes established after December 30, 1987, on aviation fuel, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this subsection:

(a) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

(b) If the department approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a twenty-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

(c) When requested by the department, the sponsor will obtain an audit that will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes, and indicate whether funds paid or transferred to the owner or operator were paid or transferred in a manner consistent with state law and any other applicable provision of law, including any regulation promulgated by the secretary. Any civil penalties or other

sanctions will be imposed for violation of this assurance in accordance with state law.

(28) Reports and inspections. It will:

(a) Submit to the department such annual or special financial and operations reports as the department may request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the department; for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the department upon request;

(b) In a format and time prescribed by the department, provide to the department and make available to the public following each of its fiscal years, an annual report listing in detail:

(i) All amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

(ii) All services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

(29) Use by government aircraft. It will not charge the state or its agencies (except for those under contract), for limited but reasonable, nonroutine, search and rescue, law enforcement or public safety use of public landing and aircraft parking facilities. The sponsor may require written verification of an entity's official government business status, and notification prior to use of facilities.

(30) Land for state facilities. It will furnish without cost to the state of Washington for use in connection with any air traffic control or air navigation activities, or weather reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or for these same purposes, rights in buildings of the sponsor as the department considers necessary for construction, operation, and maintenance at state expense of space or facilities. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the department.

(31) Airport layout plan.

(a) It will provide airport layout plans (ALPs) as prescribed in WSDOT's *Aviation Grant Procedures Manual*. It will keep up-to-date at all times an airport layout plan of the airport showing:

(i) Boundaries of the airport and all proposed additions thereto, together with the boundaries of all off-site areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

(ii) The location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars, and roads), including all proposed extensions and reductions of existing airport facilities;

(iii) The location of all existing and proposed nonaviation areas and of all existing improvements thereon; and

(iv) All proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the department which approval shall be evidenced by the signature of a duly authorized representative of the department on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations to the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the department and which might, in the opinion of the department, adversely affect the safety, utility, or efficiency of the airport.

(b) If a change or alteration in the airport or the facilities is made which the department determines adversely affects the safety, utility, or efficiency of any state-owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the department, the owner or operator will, if requested, by the department.

(i) Eliminate such adverse effect in a manner approved by the department; or

(ii) Bear all costs of relocating such property (or replacement thereof) to a site acceptable to the department and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of

operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the department's design standards beyond the control of the airport sponsor.

(32) Disposal of land.

(a) For land purchased under a grant for airport development purposes, it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the department an amount equal to the states' proportionate share of the fair market value of the land. The portion of the proceeds proportionate to the states' share of the cost of acquisition of such land will, upon application to the department, be reinvested or transferred to another eligible airport as prescribed by the department. The department shall give preference to the following, in descending order:

(i) Payment to the state of Washington for deposit in the aeronautics account; or

(ii) Reinvestment in an approved project that is eligible for grant funding under RCW 47.68.090.

(b) Land shall be considered to be needed for airport purposes under this assurance if:

(i) It may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land; and

(ii) The revenue from interim uses of such land contributes to the financial self-sufficiency of the airport.

(c) Disposition of such land will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

(33) Engineering and design services. It will award each contract, or subcontract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under WSDOT *Consultant Services Manual M-27-50.02* or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

(34) Foreign market restrictions. It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States trade representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction. Sponsors are encouraged to "Buy American" whenever feasible and appropriate.

(35) Policies, standards, and specifications. It will carry out the project in accordance with policies, standards, and specifications approved by the department and included in this grant, and in accordance with applicable state policies, standards, and specifications.

(36) Relocation and real property acquisition. It will be guided in acquiring real property, to the greatest extent practicable under state law, by the land acquisition policies in RCW 8.26.180.

(37) Disadvantaged business enterprises. The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any department-assisted contract or in the administration of its DBE program or the requirements of Governor's Executive Order 12-02.

(38) Hangar construction. If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long-term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose. For the purpose of this section, a long-term lease is defined as not to exceed fifty years.



Airport Name	Year	Counties in the Economic Impact Region
Yakima Air Terminal-McAllister Field 26480.A	2020	Yakima

Disclaimer

Welcome to the WSDOT Aviation Economic Impact Calculator. This tool is designed to assist users in estimating an airport's change in regional economic impacts based on potential changes in activity at the airport. The calculations in this tool are high-level estimates designed to give a sense of magnitude of economic impacts, but are not to be taken as specific projections. The tool uses averages and typical ranges to provide a reasonable estimate of impacts based on the types of changes entered, which should not be assumed to be precise calculations.

The base data used in the Calculator comes from the Airport Information System (AIS) database, which consists of airport activity information self-reported by airport managers. It is important to keep in mind that inaccuracies or out of date information in the AIS may result in estimates that are inconsistent with the current state of the airport.

Selected Economic Impact Scenario

Fuel Sales offered at this airport

	Currently	New Scenario
Aviation Gas (AvGas)	Yes	Yes
Jet Fuel	Yes	Yes



Airport Name

Year

**Counties in the Economic
Impact Region**

Yakima Air Terminal-McAllister Field
26480.A

2020

Yakima

Changes in Flight Activity

	Currently	
Number of Runways	2	
Type of Runway(s)	Asphalt,Asphalt	
Airport Reference Code	C - III	
	Currently	New Scenario
General Itinerant Operations:	17,570	
Personal Aircraft		
Business Flights (Small Aircraft)		
Corporate Flights (Jet Aircraft)		
	Currently	New Scenario
General Local Operations:	18,762	
Personal Aircraft		
Business Flights (Small Aircraft)		
Corporate Flights (Jet Aircraft)		
	Currently	New Scenario
Commercial Air Taxi Operations (Charters):	5,149	
Assumed Airplane Seating Capacity		
Assumed % of Seats Filled (Load Factor)		
	Currently	New Scenario
Commercial Air Carrier Operations (Scheduled):	2,038	
Assumed Airplane Seating Capacity		
Assumed % of Seats Filled (Load Factor)		



Airport Name	Year	Counties in the Economic Impact Region
Yakima Air Terminal-McAllister Field 26480.A	2020	Yakima

Changes in Business Activity

	Est. New Sales	Est. New Wages	Est. New Jobs	Wages Per Jobs	Sales Per Job
Aircraft and Aircraft Engine Manufacturing					
Other Manufacturing/Fabrication					
Warehousing and Storage					
Mgmt., Scientific, and Technical Consulting Services					
Machinery/Equipment Repair and Maintenance					
Scientific Research and Development					
Sightseeing Transportation					
Retail Businesses					
Other Businesses and Support Services					

Changes in Cargo Activity

	New Operations	% Ops. Jet Fuel	Est. New Sales	Est. New Wages	Est. New Jobs
Cargo Activity		100%			

Capital Projects

	Federal Grants	State Grants	Local Funding	Other
Infrastructure (roads, utilities, etc.)	\$1,300,000	\$75,000	\$75,000	\$15,000
New Buildings				



Airport Name	Year	Counties in the Economic Impact Region
Yakima Air Terminal-McAllister Field 26480.A	2020	Yakima

Aviation Calculator Results

The impacts of the airport's current activity (estimated in the original Aviation Economic Impact Study) and the new scenario activity you have entered are displayed in tables at the bottom of the interface. Impacts from airport business activity and construction activity are shown on the left. Impacts from visitor spending are shown on the right. The impacts of one-time capital projects are shown in the bottom left table.

Airport business and construction activity impacts (the left column of tables) are being estimated for a defined Economic Impact Region for each specific airport. The counties included in the Economic Impact Region are shown next to the airport selection drop down box at the top of the Calculator site. These counties define the geography in which estimated direct, indirect, and induced impacts are assumed to occur.

Impacts from visitor spending (the right column of tables) are estimated statewide.

- The first tables at the top show impacts from the airport's current economic activity. These impacts are based on actual activity occurring on the airport as could reasonably be estimated. **NOTE: These impacts are for aviation-dependent businesses only. For businesses that are located at the airport, but do not rely on aviation for their business, impacts are not shown.**

- The second row of tables shows the estimated impacts of the new scenario(s) you have run. Remember to click the recalculate button to make sure these impacts are reflecting your most recently entered scenario.

- Direct Impacts:** Direct impacts represent the amount of the initial business activity (from aviation-related businesses on the airport, or from visitors traveling through the airport) that remains within the local economy.

Jobs and wages that are entered in the Business Activity categories become direct jobs and wages in the impact tables because the jobs (and the wages associated with them) are all assumed to be located on the airport, which is within the economic impact region. However, if total sales are entered, the direct output is less than total sales because only a portion of those sales are assumed to be re-spent within the local economy.

- Indirect and Induced Impacts:** Indirect and induced impacts result when the direct dollars are recirculated within the local economy, such as when an industry purchases supplies from another local business and when employees make local purchases for their households.

- Total Impacts:** Total impacts are the sum of the direct, indirect, and induced impacts.

- The third row of tables shows the sum of current and new scenario impacts.

All of the tables defined above show estimated annual ongoing impacts. Note that jobs are headcounts, not Full Time Equivalents.

- The fourth table on the left shows the one-time estimated impacts of construction. Unlike the other impacts, which are assumed to continue indefinitely, these impacts are only for the period of time during which construction is occurring.



Airport Name

Year

**Counties in the Economic
Impact Region**

Yakima Air Terminal-McAllister Field
26480.A

2020

Yakima

Airport Business				Visitor Spending			
CURRENT ESTIMATED ECONOMIC IMPACTS				CURRENT ESTIMATED ECONOMIC IMPACTS			
	Direct	Indirect/Induced	Total Impact		Direct	Indirect/Induced	Total Impact
Jobs				Jobs			
			0.0		111.9	59.6	171.5
Labor Income				Labor Income			
			\$0		\$3,230,739	\$2,795,570	\$6,026,309
Total Output				Total Output			
			\$0		\$9,908,086	\$8,632,133	\$18,540,219
NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS				NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS			
	Direct	Indirect/Induced	Total Impact		Direct	Indirect/Induced	Total Impact
Jobs				Jobs			
	0.0	0.0	0				0.0
Labor Income				Labor Income			
	\$0	\$0	\$0				\$0
Total Output				Total Output			
	\$0	\$0	\$0				\$0
TOTAL EXISTING + NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS				TOTAL EXISTING + NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS			
	Direct	Indirect/Induced	Total Impact		Direct	Indirect/Induced	Total Impact
Jobs				Jobs			
	0.0	0.0	0.0		111.9	59.6	171.5
Labor Income				Labor Income			
	\$0	\$0	\$0		\$3,230,739	\$2,795,570	\$6,026,309
Total Output				Total Output			
	\$0	\$0	\$0		\$9,908,086	\$8,632,133	\$18,540,219



Airport Name

Year

**Counties in the Economic
Impact Region**

Yakima Air Terminal-McAllister Field
26480.A

2020

Yakima

**NEW SCENARIO ONE-TIME ESTIMATED ECONOMIC
IMPACTS (From Construction)**

	Direct	Indirect/Induced	Total Impact
Jobs			
	6.0	3.0	9.0
Labor Income			
	\$396,661	\$109,587	\$506,248
Total Output			
	\$946,519	\$294,649	\$1,241,168

RESOLUTION NO. R-2020-

RESOLUTION authorizing the City Manager to apply for a grant from the Washington State Department of Transportation (WSDOT) Aviation Division for capital improvements at the Yakima Air Terminal-McAllister Field.

WHEREAS, the City owns and operates the Yakima Air Terminal-McAllister Field in accordance with applicable Federal, State, and Local regulations; and

WHEREAS, the Washington State Department of Transportation (WSDOT) Aviation Division has grants available to airports to maintain and improve airport facilities; and

WHEREAS, the Yakima Air Terminal-McAllister Field has been notified that grant funds may be available to maintain and/or improve the Yakima Air Terminal-McAllister Field upon submission of completed grant applications and satisfaction of certain conditions; and

WHEREAS, the Yakima Air Terminal-McAllister Field completed an Airport Master Plan Update in 2015, which details a variety of Federal Aviation Administration required capital improvement projects, including design, engineering, and construction management of the airport's Runway 9/27 High Intensity Runway Edge Lights and asphalt maintenance repairs; and rehabilitation of the aircraft apron at McAllister Museum, and

WHEREAS, if grant funds are awarded, they may be utilized to assist with matching local funds necessary for Federal Aviation Administration grants received for said projects; and

WHEREAS, the City Council deems it to be in the best interest of the City and its residents to authorize submission of a grant application to the WSDOT Aviation Division for available funds to accomplish the needed capital improvements, Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF YAKIMA:

1. The City Manager or his designee is hereby authorized and directed to submit completed grant applications to the WSDOT Aviation Division to request grant funds for use on capital projects to improve the Yakima Air Terminal-McAllister Field.
2. If grant funds are awarded, the City Manager shall bring those grant agreements and contracts necessary to complete the grant transaction to the City Council for approval.

ADOPTED BY THE CITY COUNCIL this 3rd day of March, 2020.

ATTEST:

Patricia Byers, Mayor

Sonya Claar Tee, City Clerk



ENGINEER'S OPINION OF PROBABLE COST

Runway 9/27 HIRL and Pavement Maintenance

DATE: February 6, 2020

PROJECT DESCRIPTION:

McAllister Field HIRL Lighting and Pavement Maintenance

CLIENT:

City of Yakima, Washington (McAllister Field)

CLIENT PROJ. NO.

J-U-B PROJ. NO.:

TBD

70-19-010

SCHEDULE 1 BASE BID

[illegible]

CONSTRUCTION COSTS

\$1,155,793.75

Sales Tax	8.2%
-----------	------

8.2%

\$94,775.09

TOTAL ESTIMATED CONSTRUCTION COSTS

\$1,250,568.84

Construction Engineering	15%
--------------------------	-----

15%

\$187,585.33

Construction Admin

\$5,000

TOTAL ESTIMATED DESIGN AND CONSTRUCTION COSTS, ALL BID SCHEDULES

\$1,443,154.16

J-U-B ENGINEERS, INC.

W. 422 Riverside, Suite 304, Spokane, Washington 99201

Customer Authorization: _____ Title: _____ Date: _____

RESOLUTION NO. R-2018-023

A RESOLUTION authorizing acceptance of Passenger Facility Charge revenues from U.S Department of Transportation

WHEREAS, the City of Yakima (City) owns and operates an airport and airport facilities known as the Yakima Air Terminal-McAllister Field, and

WHEREAS, the City of Yakima has notified the Federal Aviation Administration of its intent to assess and collect Passenger Facility Charges authorized pursuant to 49 U.S.C. §40177 and 14 Code of Federal Regulations, Part 158 (City of Yakima Application No. PFC-18-17-C-00-YKM), and

WHEREAS, pursuant to the City application, federal statute and regulations referenced above, the revenues from the Passenger Facility Charges, up to a maximum of \$325,000, can be allocated and used by the City for the financing and construction of capital improvements and as the City's share of matching funds for construction of capital improvements to the Yakima Air Terminal-McAllister Field and its facilities, and

WHEREAS, the City Council finds and determines that such funds should be authorized, collected and used for such uses as stated in City of Yakima Application No. PFC-18-17-C-00-YKM, and that the City Manager should be authorized to prepare, execute, submit and administer any and all applications and documents necessary or appropriate to receive and use such funds for such purposes, and

WHEREAS, the City Council finds and determines that such approval and authorization serves the best interests of maintaining the vitality of the Yakima Air Terminal-McAllister Field as an important City asset, as well as promoting the general health, safety and welfare of the City's residents and those utilizing the Airport; now, therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF YAKIMA:


Section 1. The City Council hereby authorizes the receipt and use of funds in the maximum amount of \$325,000, or such other amount as may become available from the Passenger Facility Charges authorized pursuant to City of Yakima Application No. PFC-18-17-C-00-YKM and applicable federal laws and regulations, to be used as appropriate by the City of Yakima as a direct source of funding, as well as for City required matching funds, in support of financing programs and grants for designated capital improvement projects for the Yakima Air Terminal-McAllister Field and its facilities


Section 2. The City Manager is hereby authorized to prepare, execute, submit and administer applications and documents necessary or appropriate to secure the funding authorized pursuant to Section 1 above, and to secure financing funds and grants using such funds as appropriate for City required matching funds for capital improvement projects for the Yakima Air Terminal-McAllister Field and its facilities

ADOPTED BY THE CITY COUNCIL this 6th day of March, 2018


Kathy Coffey, Mayor

ATTEST


Sonya Claar Tee, City Clerk





U.S. Department
of Transportation

Federal Aviation
Administration

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

Airports Division
2200 S. 216th St.
Des Moines, Washington 98198

June 28, 2018

Ms. Kris Yalovich
City of Yakima
Yakima Air Terminal-McAllister Field
2406 W. Washington Avenue, Suite B
Yakima, WA 98903

Dear Ms. Yalovich:

RE: PFC Application: 18-17-C-00-YKM

In accordance with 49 United States Code (U.S.C.) 40117 and Section 158.30, the Federal Aviation Administration (FAA) acknowledges your notice of intent to impose a passenger facility charge (PFC) at Yakima Air Terminal/McAllister Field (YKM) and to use PFC revenue at YKM.

The authority to impose a PFC is contingent on your continued compliance with the terms of 49 U.S.C. 40117, 14 Code of Federal Regulations (CFR) Part 158 and any conditions included in this letter. Your notice of intent, submitted on May 29, 2018, has been assigned the following PFC number: 18-17-C-00-YKM.

The FAA does not have any particular objections to your proposed projects nor your notice of intent. The FAA acknowledges that you will begin collecting a PFC for YKM at a \$4.50 level on July 1, 2019 and complete your collections on September 1, 2020. Furthermore, the FAA acknowledges that you will collect the following amount for the following project identified below.

<u>Num.</u>	<u>Project Title</u>	<u>PFC Level</u>	<u>Type</u>	<u>Status</u>	<u>Approved PFC</u>
001	Airport Layout Plan.	\$4.50	Concurrent	Acknowledged	\$50,000
002	Runway Deicer-Storage Tank and Spreader.	\$4.50	Concurrent	Acknowledged	\$100,000
003	Crack Seal Airfield Surfaces.	\$4.50	Concurrent	Acknowledged	\$60,000
004	Obstruction Removal & Wildlife Mitigation.	\$4.50	Concurrent	Acknowledged	<u>\$100,000</u>
				Total	\$310,000

All projects are pay-as-you-go financed. The public agency did not receive any disagreements as a result of their public notice and air carrier consultation meeting.

The FAA also acknowledges your proposal to exempt that class of air carrier defined as Air taxi/commercial operators - Non-scheduled/On-demand carriers filing FAA Form 1800-31 and FFC Foreign Air Carriers, filing Form T-100(f), from the requirement to collect the PFC. We request that you notify the carriers in each excluded class, which were listed in your notice of intent, of their exemption.

All public agencies collecting PFC's are subject to reporting, recordkeeping, and auditing requirements as described in Part 158, Subpart D (section 158.61 et. seq.). Specifically, you are reminded that, pursuant to 158.67(c), at least annually during the period the PFC is collected, held or used, each public agency shall provide for an audit of its PFC account. After completion of your audit, please provide the ADO a copy of the audit.

The charge-effective date must be the first day of the month and must be at least 30 days from the date of this letter. We request that you provide a copy of your notice to the FAA when you notify the domestic and foreign air carriers to begin collecting PFC's. Also, you are responsible for coordinating any construction with the appropriate federal offices, as you would with any non-federally funded construction.

Be advised, section 158.33(a)(1) requires you to implement your concurrent impose and use projects, that the FAA has not objected to, within 2 years of the date of this letter. Section 158.33(a)(1) requires the public agency to begin implementation of a project no later than 2 years after receiving clearance to use PFC revenue on that project.

Also be advised, that the ability to collect on this application is governed by either the charge-expiration date, noted above, or when full collection authority (PFC collections plus interest) is reached - whichever comes first. Therefore, it is important to monitor your rate of collection.

A decision summary table showing the cumulative history of PFC decisions for COD is enclosed for your use. We have also enclosed the list of advisory circulars with which you must comply in accordance with your certification of assurance number 9, Standards and Specifications. Also, you may wish to check out our website to confirm whether this action has been recorded on the 'PFC Approved Locations, Collections, and Expiration Dates' report. It is generated each month, and is located at: www.faa.gov/airports/pfc/monthly_reports.

If you have any questions pertaining to this application, please contact Ms. Jennifer Kandel of the Seattle Airports District Office, at: (206) 231-4135.

Sincerely,



Christopher J. Schaffer, Manager
Planning, Environmental and Financial Programs Branch
Northwest Mountain Region

Enclosures

Decision Summary Report

Application Number	Approved for Collection	Approved for Use
92-01-C-00-YKM*	\$407,202	\$407,202
94-02-C-00-YKM	14,670	14,670
95-03-C-00-YKM	178,850	178,850
96-04-C-00-YKM	965,075	965,075
00-05-C-00-YKM	219,660	219,660
01-06-U-00-YKM	0	23,534
01-07-I-00-YKM**	0	0
02-08-C-00-YKM*	55,000	55,000
02-08-C-01-YKM	(12,195)	(12,195)
05-09-C-00-YKM*	198,184	198,184
05-09-C-01-YKM	19,714	19,714
05-10-C-00-YKM*	701,494	701,494
05-10-C-01-YKM	10,653	10,653
08-11-C-00-YKM*	783,961	483,961
08-11-C-01-YKM	(326,231)	(144,394)
09-12-U-00-YKM*	0	418,163
09-12-U-01-YKM	0	(300,000)
10-13-C-00-YKM*	178,995	178,995
10-13-C-01-YKM	9,235	9,235
12-14-C-00-YKM	703,801	703,801
12-14-C-01-YKM	203,814	203,814
12-14-C-02-YKM	134,369	134,369
15-15-C-00-YKM	405,000	405,000
15-15-C-01-YKM	55,000	55,000
17-16-C-00-YKM	614,000	614,000
18-17-C-00-YKM	<u>\$310,000</u>	<u>\$310,000</u>
Report Total	\$5,830,251	\$5,830,251

*Closed applications.

**Impose only application deleted in whole.



FAA Airports

Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects

Updated: 2/20/2018

View the most current versions of these ACs and any associated changes at:
http://www.faa.gov/airports/resources/advisory_circulars_and
http://www.faa.gov/regulations_policies/advisory_circulars/

NUMBER	TITLE
70/7460-1L Change 1	Obstruction Marking and Lighting
150/5020-1	Noise Control and Compatibility Planning for Airports
150/5070-6B Changes 1 - 2	Airport Master Plans
150/5070-7 Change 1	The Airport System Planning Process
150/5100-13B	Development of State Standards for Nonprimary Airports
150/5200-28F	Notices to Airmen (NOTAMs) for Airport Operators
150/5200-30D Change 1	Airport Field Condition Assessments and Winter Operations Safety
150/5200-31C Changes 1 - 2	Airport Emergency Plan
150/5210-5D	Painting, Marking, and Lighting of Vehicles Used on an Airport
150/5210-7D	Aircraft Rescue and Fire Fighting Communications
150/5210-13C	Airport Water Rescue Plans and Equipment
150/5210-14B	Aircraft Rescue Fire Fighting Equipment, Tools and Clothing
150/5210-15A	Aircraft Rescue and Firefighting Station Building Design
150/5210-18A	Systems for Interactive Training of Airport Personnel

NUMBER	TITLE
150/5210-19A	Driver's Enhanced Vision System (DEVs)
150/5220-10E	Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles
150/5220-16E	Automated Weather Observing Systems (AWOS) for Non-Federal Applications
150/5220-17B	Aircraft Rescue and Fire Fighting (ARFF) Training Facilities
150/5220-18A	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials
150/5220-20A	Airport Snow and Ice Control Equipment
150/5220-21C	Aircraft Boarding Equipment
150/5220-22B	Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns
150/5220-23	Frangible Connections
150/5220-24	Foreign Object Debris Detection Equipment
150/5220-25	Airport Avian Radar Systems
150/5220-26, Changes 1 - 2	Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Squitter Equipment
150/5300-7B	FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes
150/5300-13A, Change 1	Airport Design
150/5300-14C	Design of Aircraft Deicing Facilities
150/5300-16A	General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey
150/5300-17C Change 1	Standards for Using Remote Sensing Technologies in Airport Surveys
150/5300-18B Change 1	General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards
150/5320-5D	Airport Drainage Design
150/5320-6F	Airport Pavement Design and Evaluation

NUMBER	TITLE
150/5320-12C, Changes 1 - 8	Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-15A	Management of Airport Industrial Waste
150/5325-4B	Runway Length Requirements for Airport Design
150/5335-5C	Standardized Method of Reporting Airport Pavement Strength - PCN
150/5340-1L	Standards for Airport Markings
150/5340-5D	Segmented Circle Airport Marker System
150/5340-18F	Standards for Airport Sign Systems
150/5340-26C	Maintenance of Airport Visual Aid Facilities
150/5340-30J	Design and Installation Details for Airport Visual Aids
150/5345-3G	Specification for L-821, Panels for the Control of Airport Lighting
150/5345-5B	Circuit Selector Switch
150/5345-7F	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10H	Specification for Constant Current Regulators and Regulator Monitors
150/5345-12F	Specification for Airport and Heliport Beacons
150/5345-13B	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26D	FAA Specification For L-823 Plug and Receptacle, Cable Connectors
150/5345-27E	Specification for Wind Cone Assemblies
150/5345-28G	Precision Approach Path Indicator (PAPI) Systems
150/5345-39D	Specification for L-853, Runway and Taxiway Retroreflective Markers
150/5345-42H	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories
150/5345-43H	Specification for Obstruction Lighting Equipment
150/5345-44K	Specification for Runway and Taxiway Signs
150/5345-45C	Low-Impact Resistant (LIR) Structures
150/5345-46E	Specification for Runway and Taxiway Light Fixtures

NUMBER	TITLE
150/5345-47C	Specification for Series to Series Isolation Transformers for Airport Lighting Systems
150/5345-49D	Specification L-854, Radio Control Equipment
150/5345-50B	Specification for Portable Runway and Taxiway Lights
150/5345-51B	Specification for Discharge-Type Flashing Light Equipment
150/5345-52A	Generic Visual Glideslope Indicators (GVGI)
150/5345-53D	Airport Lighting Equipment Certification Program
150/5345-54B	Specification for L-884, Power and Control Unit for Land and Hold Short Lighting Systems
150/5345-55A	Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure
150/5345-56B	Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS)
150/5360-12F	Airport Signing and Graphics
150/5360-13 Change 1	Planning and Design Guidelines for Airport Terminal Facilities
150/5360-14A	Access to Airports By Individuals With Disabilities
150/5370-2G	Operational Safety on Airports During Construction
150/5370-10G	Standards for Specifying Construction of Airports
150/5370-11B	Use of Nondestructive Testing in the Evaluation of Airport Pavements
150/5370-13A	Off-Peak Construction of Airport Pavements Using Hot-Mix Asphalt
150/5370-15B	Airside Applications for Artificial Turf
150/5370-16	Rapid Construction of Rigid (Portland Cement Concrete) Airfield Pavements
150/5370-17	Airside Use of Heated Pavement Systems
150/5390-2C	Heliport Design
150/5395-1A	Seaplane Bases

THE FOLLOWING ADDITIONAL APPLY TO AIP PROJECTS ONLY

Updated: 1/29/2018

NUMBER	TITLE
150/5100-14E, Change 1	Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5100-17, Changes 1 - 7	Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects
150/5300-15A	Use of Value Engineering for Engineering and Design of Airport Grant Projects
150/5320-17A	Airfield Pavement Surface Evaluation and Rating Manuals
150/5370-12B	Quality Management for Federally Funded Airport Construction Projects
150/5380-6C	Guidelines and Procedures for Maintenance of Airport Pavements
150/5380-7B	Airport Pavement Management Program
150/5380-9	Guidelines and Procedures for Measuring Airfield Pavement Roughness

RESOLUTION NO. R-2019-039

A RESOLUTION authorizing acceptance of Passenger Facility Charge revenues from U.S. Department of Transportation.

WHEREAS, the City of Yakima (City) owns and operates an airport and airport facilities known as the Yakima Air Terminal-McAllister Field; and

WHEREAS, the City of Yakima has notified the Federal Aviation Administration of its intent to assess and collect Passenger Facility Charges authorized pursuant to 49 U.S.C. §40177 and 14 Code of Federal Regulations, Part 158 (City of Yakima Application No. PFC-19-18-C-00-YKM); and

WHEREAS, pursuant to the City application, federal statute and regulations referenced above, the revenues from the Passenger Facility Charges, up to a maximum of \$192,500, can be allocated and used by the City for the financing and construction of capital improvements and as the City's share of matching funds for construction of capital improvements to the Yakima Air Terminal-McAllister Field and its facilities; and

WHEREAS, the City Council finds and determines that such funds should be authorized, collected and used for such uses as stated in City of Yakima Application No. PFC-19-18-C-00-YKM, and that the City Manager should be authorized to prepare, execute, submit and administer any and all applications and documents necessary or appropriate to receive and use such funds for such purposes; and

WHEREAS, the City Council finds and determines that such approval and authorization serves the best interests of maintaining the vitality of the Yakima Air Terminal-McAllister Field as an important City asset, as well as promoting the general health, safety and welfare of the City's residents and those utilizing the Airport; now, therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF YAKIMA:

Section 1. The City Council hereby authorizes the receipt and use of funds in the maximum amount of \$192,500, or such other amount as may become available from the Passenger Facility Charges authorized pursuant to City of Yakima Application No. PFC-19-18-C-00-YKM and applicable federal laws and regulations, to be used as appropriate by the City of Yakima as a direct source of funding, as well as for City required matching funds, in support of financing programs and grants for designated capital improvement projects for the Yakima Air Terminal-McAllister Field and its facilities.

Section 2. The City Manager is hereby authorized to prepare, execute, submit and administer applications and documents necessary or appropriate to secure the funding authorized pursuant to Section 1 above, and to secure financing funds and grants using such funds as appropriate for City required matching funds for capital improvement projects for the Yakima Air Terminal-McAllister Field and its facilities.

ADOPTED BY THE CITY COUNCIL this 2nd day of April, 2019.


Kathy Coffey, Mayor

ATTEST:


Sonya Olar Tee, City Clerk





U.S. Department
of Transportation

Federal Aviation
Administration

Northwest Mountain Region
Colorado, Idaho, Montana
Oregon, Utah, Washington,
Wyoming

Airports Division
2200 S. 216th St.
Des Moines, Washington 98198

June 12, 2019

Ms. Kris Yalovich
City of Yakima
Yakima Air Terminal-McAllister Field
2406 W. Washington Avenue, Suite B
Yakima, WA 98903

Dear Ms. Yalovich:

RE: PFC Application: 19-18-C-00-YKM

In accordance with 49 United States Code (U.S.C.) 40117 and Section 158.30, the Federal Aviation Administration (FAA) acknowledges your notice of intent to impose a passenger facility charge (PFC) at Yakima Air Terminal/McAllister Field (YKM) and to use PFC revenue at YKM.

The authority to impose a PFC is contingent on your continued compliance with the terms of 49 U.S.C. 40117, 14 Code of Federal Regulations (CFR) Part 158 and any conditions included in this letter. Your notice of intent, submitted on May 2, 2019, has been assigned the following PFC number: 19-18-C-00-YKM.

The FAA does not have any particular objections to your proposed projects nor your notice of intent. The FAA acknowledges that you will begin collecting a PFC for YKM at a \$4.50 level on September 1, 2020 and complete your collections on October 1, 2021. Furthermore, the FAA acknowledges that you will collect the following amount for the following project identified below.

<u>Num.</u>	<u>Project Title</u>	<u>PFC Level</u>	<u>Type</u>	<u>Status</u>	<u>Approved PFC</u>
001	Aircraft Boarding Stairs (Towable).	\$4.50	Concurrent	Acknowledged	\$30,000
002	SIDA Security Software.	\$4.50	Concurrent	Acknowledged	\$35,000
003	Runway 09/27 Lighting Replacement and Pavement Repair.	\$4.50	Concurrent	Acknowledged	\$112,500
004	Airport Beacon Replacement.	\$4.50	Concurrent	Acknowledged	<u>\$15,000</u>
				Total	\$192,500

All projects are pay-as-you-go financed. The public agency did not receive any disagreements as a result of their public notice and air carrier consultation meeting.

The FAA also acknowledges your proposal to exempt that class of air carrier defined as Air taxi/commercial operators - Non-scheduled/On-demand carriers filing FAA Form 1800-31 and FFC Foreign Air Carriers, filing Form T-100(f), from the requirement to collect the PFC. We request that you notify the carriers in each excluded class, which were listed in your notice of intent, of their exemption.

All public agencies collecting PFC's are subject to reporting, recordkeeping, and auditing requirements as described in Part 158, Subpart D (section 158.61 et. seq.). Specifically, you are reminded that, pursuant to 158.67(c), at least annually during the period the PFC is collected, held or used, each public agency shall provide for an audit of its PFC account. After completion of your audit, please provide the ADO a copy of the audit.

The charge-effective date must be the first day of the month and must be at least 30 days from the date of this letter. We request that you provide a copy of your notice to the FAA when you notify the domestic and foreign air carriers to begin collecting PFC's. Also, you are responsible for coordinating any construction with the appropriate federal offices, as you would with any non-federally funded construction.

Be advised, section 158.33(a)(1) requires you to implement your concurrent impose and use projects, that the FAA has not objected to, within 2 years of the date of this letter. Section 158.33(a)(1) requires the public agency to begin implementation of a project no later than 2 years after receiving approval to use PFC revenue on that project.

Also be advised, that the ability to collect on this application is governed by either the charge-expiration date, noted above, or when full collection authority (PFC collections plus interest) is reached - whichever comes first. Therefore, it is important to monitor your rate of collection.

A decision summary table showing the cumulative history of PFC decisions for YKM is enclosed for your use. We have also enclosed the list of advisory circulars with which you must comply in accordance with your certification of assurance number 9, Standards and Specifications. Also, you may wish to check out our website to confirm whether this action has been recorded on the 'PFC Approved Locations, Collections, and Expiration Dates' report. It is generated each month, and is located at: www.faa.gov/airports/pfc/monthly_reports.

If you have any questions pertaining to this application, please contact Ms. Jennifer Kandel of the Seattle Airports District Office, at: (206) 231-4135.

Sincerely,



Christopher J. Schaffer, Manager
Planning, Environmental and Financial Programs Branch
Northwest Mountain Region

Enclosures

Decision Summary Report

Application Number	Approved for Collection	Approved for Use
92-01-C-00-YKM*	\$407,202	\$407,202
94-02-C-00-YKM	14,670	14,670
95-03-C-00-YKM	178,850	178,850
96-04-C-00-YKM	965,075	965,075
00-05-C-00-YKM	219,660	219,660
01-06-U-00-YKM	0	23,534
01-07-I-00-YKM**	0	0
02-08-C-00-YKM*	55,000	55,000
02-08-C-01-YKM	(12,195)	(12,195)
05-09-C-00-YKM*	198,184	198,184
05-09-C-01-YKM	19,714	19,714
05-10-C-00-YKM*	701,494	701,494
05-10-C-01-YKM	10,653	10,653
08-11-C-00-YKM*	783,961	483,961
08-11-C-01-YKM	(326,231)	(144,394)
09-12-U-00-YKM*	0	418,163
09-12-U-01-YKM	0	(300,000)
10-13-C-00-YKM*	178,995	178,995
10-13-C-01-YKM	9,235	9,235
12-14-C-00-YKM	703,801	703,801
12-14-C-01-YKM	203,814	203,814
12-14-C-02-YKM	134,369	134,369
15-15-C-00-YKM	405,000	405,000
15-15-C-01-YKM	55,000	55,000
17-16-C-00-YKM	614,000	614,000
18-17-C-00-YKM	310,000	310,000
19-18-C-00-YKM	<u>\$192,500</u>	<u>\$192,500</u>
Report Total	\$6,022,751	\$6,022,751

*Closed applications.

**Impose only application deleted in whole.



**FAA
Airports**

Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects

Updated: 2/20/2018

View the most current versions of these ACs and any associated changes at:

http://www.faa.gov/airports/resources/advisory_circulars_and
http://www.faa.gov/regulations_policies/advisory_circulars/

NUMBER	TITLE
70/7460-1L Change 1	Obstruction Marking and Lighting
150/5020-1	Noise Control and Compatibility Planning for Airports
150/5070-6B Changes 1 - 2	Airport Master Plans
150/5070-7 Change 1	The Airport System Planning Process
150/5100-13B	Development of State Standards for Nonprimary Airports
150/5200-28F	Notices to Airmen (NOTAMs) for Airport Operators
150/5200-30D Change 1	Airport Field Condition Assessments and Winter Operations Safety
150/5200-31C Changes 1 - 2	Airport Emergency Plan
150/5210-5D	Painting, Marking, and Lighting of Vehicles Used on an Airport
150/5210-7D	Aircraft Rescue and Fire Fighting Communications
150/5210-13C	Airport Water Rescue Plans and Equipment
150/5210-14B	Aircraft Rescue Fire Fighting Equipment, Tools and Clothing
150/5210-15A	Aircraft Rescue and Firefighting Station Building Design
150/5210-18A	Systems for Interactive Training of Airport Personnel

NUMBER	TITLE
150/5210-19A	Driver's Enhanced Vision System (DEVs)
150/5220-10E	Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles
150/5220-16E	Automated Weather Observing Systems (AWOS) for Non-Federal Applications
150/5220-17B	Aircraft Rescue and Fire Fighting (ARFF) Training Facilities
150/5220-18A	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials
150/5220-20A	Airport Snow and Ice Control Equipment
150/5220-21C	Aircraft Boarding Equipment
150/5220-22B	Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns
150/5220-23	Frangible Connections
150/5220-24	Foreign Object Debris Detection Equipment
150/5220-25	Airport Avian Radar Systems
150/5220-26, Changes 1 - 2	Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Squitter Equipment
150/5300-7B	FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes
150/5300-13A, Change 1	Airport Design
150/5300-14C	Design of Aircraft Deicing Facilities
150/5300-16A	General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey
150/5300-17C Change 1	Standards for Using Remote Sensing Technologies in Airport Surveys
150/5300-18B Change 1	General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards
150/5320-5D	Airport Drainage Design
150/5320-6F	Airport Pavement Design and Evaluation

NUMBER	TITLE
150/5320-12C, Changes 1 - 8	Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-15A	Management of Airport Industrial Waste
150/5325-4B	Runway Length Requirements for Airport Design
150/5335-5C	Standardized Method of Reporting Airport Pavement Strength - PCN
150/5340-1L	Standards for Airport Markings
150/5340-5D	Segmented Circle Airport Marker System
150/5340-18F	Standards for Airport Sign Systems
150/5340-26C	Maintenance of Airport Visual Aid Facilities
150/5340-30J	Design and Installation Details for Airport Visual Aids
150/5345-3G	Specification for L-821, Panels for the Control of Airport Lighting
150/5345-5B	Circuit Selector Switch
150/5345-7F	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10H	Specification for Constant Current Regulators and Regulator Monitors
150/5345-12F	Specification for Airport and Heliport Beacons
150/5345-13B	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26D	FAA Specification For L-823 Plug and Receptacle, Cable Connectors
150/5345-27E	Specification for Wind Cone Assemblies
150/5345-28G	Precision Approach Path Indicator (PAPI) Systems
150/5345-39D	Specification for L-853, Runway and Taxiway Retroreflective Markers
150/5345-42H	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories
150/5345-43H	Specification for Obstruction Lighting Equipment
150/5345-44K	Specification for Runway and Taxiway Signs
150/5345-45C	Low-Impact Resistant (LIR) Structures
150/5345-46E	Specification for Runway and Taxiway Light Fixtures

NUMBER	TITLE
150/5345-47C	Specification for Series to Series Isolation Transformers for Airport Lighting Systems
150/5345-49D	Specification L-854, Radio Control Equipment
150/5345-50B	Specification for Portable Runway and Taxiway Lights
150/5345-51B	Specification for Discharge-Type Flashing Light Equipment
150/5345-52A	Generic Visual Glideslope Indicators (GVGI)
150/5345-53D	Airport Lighting Equipment Certification Program
150/5345-54B	Specification for L-884, Power and Control Unit for Land and Hold Short Lighting Systems
150/5345-55A	Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure
150/5345-56B	Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS)
150/5360-12F	Airport Signing and Graphics
150/5360-13 Change 1	Planning and Design Guidelines for Airport Terminal Facilities
150/5360-14A	Access to Airports By Individuals With Disabilities
150/5370-2G	Operational Safety on Airports During Construction
150/5370-10G	Standards for Specifying Construction of Airports
150/5370-11B	Use of Nondestructive Testing in the Evaluation of Airport Pavements
150/5370-13A	Off-Peak Construction of Airport Pavements Using Hot-Mix Asphalt
150/5370-15B	Airside Applications for Artificial Turf
150/5370-16	Rapid Construction of Rigid (Portland Cement Concrete) Airfield Pavements
150/5370-17	Airside Use of Heated Pavement Systems
150/5390-2C	Heliport Design
150/5395-1A	Seaplane Bases

THE FOLLOWING ADDITIONAL APPLY TO AIP PROJECTS ONLY

Updated: 1/29/2018

NUMBER	TITLE
150/5100-14E, Change 1	Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5100-17, Changes 1 - 7	Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects
150/5300-15A	Use of Value Engineering for Engineering and Design of Airport Grant Projects
150/5320-17A	Airfield Pavement Surface Evaluation and Rating Manuals
150/5370-12B	Quality Management for Federally Funded Airport Construction Projects
150/5380-6C	Guidelines and Procedures for Maintenance of Airport Pavements
150/5380-7B	Airport Pavement Management Program
150/5380-9	Guidelines and Procedures for Measuring Airfield Pavement Roughness

YAKIMA AIR TERMINAL-McALLISTER FIELD

RUNWAY 9/27 HIGH INTENSITY RUNWAY EDGE LIGHTS AND ASPHALT MAINTENANCE; McALLISTER APRON REHABILITATION

Estimated Project Cost:	\$1,415,000	Based on preliminary project plan and fee estimate.
Estimated Project Schedule	2020	

Project Start Date	7/1/2020	Average monthly expenditures
Project End Date	12/31/2020	Individual monthly expenditures may vary
		Project end date subject to change

3	June	2020	0.00	
4	July	2020	0.00	
5	August	2020	15,000.00	McALLISTER APRON
6	September	2020	1,200,000.00	RWY 9/27 HIRL
7	October	2020	200,000.00	RWY 9/27 HIRL
8	November	2020	0.00	RWY 9/27 HIRL
9	December	2020	0.00	RWY 9/27 HIRL
10	January	2020	0.00	RWY 9/27 HIRL

Project Total	\$1,415,000
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SCHEDULE - YAKIMA AIR TERMINAL

Apron Adjacent to McAllister Museum	CY-2020			
	May	June	July	August
Evaluation and Site Survey				
WSDOT Grant Award				
Mobilization				
Removal of old seal and prep work				
Installation of new crackseal				
Airfield Markings				
Inspection				
Demobilization				
Project Closeout				

AIP DEVELOPMENT PROJECT SCHEDULE

AIRPORT: Yakima Air Terminal McAllister Field

AIP NO: 3-53-0089-045-2019

SPONSOR: City of Yakima

DATE: Rev. 1-30-2020

CONSULTANT: J-U-B ENGINEERS, Inc

DATE: _____

FAA : _____

DATE: _____

PROJECT DESCRIPTION: Runway 9/27 HIRL and Pavement Maintenance Project

ITEM	DATE		COMMENTS
	ESTIMATED	ACTUAL	
1. Environmental Approved	December 2018	11-27-2018	Documented in E-Mail from Mary Vargas
2. CIP Data Sheet Submitted	December 2018		
3. Work Scope and Record of Negotiations Submitted	February 2019		SOW first draft December 2018 to FAA. City Council February/March 2019
4. Signed Engineering Contact Approved by FAA	March 2019		City Council meeting March 5
5. DBE Plan and Goal Submitted to Civil Rights			
6. Construction Safety Plan Submitted for Airspace	April 2019		
7. Modification to Standards Submitted	N/A		
8. Plans and Design Report Submitted	May 2019		
9. Plans Reviewed by FAA and Returned with Comments	November 2019		
10. Begin Scope review of CE agreement	November 2019		
11. Final Plans Accepted by FAA	January 2020		
12. Advertising Date	January 2020		
13. Bid Opening Date	May 2020		Hold bids 120 days
14. Recommendation of Award and Bid Tab Submitted	April 2020		
15. Grant Application Submitted by Sponsor	April 2019		
16. Grant Issued	June 2020		
17. Construction Management Program Submitted	N/A		
18. Mix Design Submitted (if applicable)	N/A		
19. Construction Complete	September 2020		
20. Acceptance Testing Submitted to FAA	September 2020		
21. Final Inspection	September 2020		
22. ALP Revised and Submitted to FAA	N/A		
23. Exhibit "A" Revised and Submitted to FAA	N/A		
24. PAPI/REIL Flight Checked (if instrument approach)	N/A		
25. NAVAID Commissioned	N/A		
26. Airport Facility Diagram Updated	N/A		
27. Project Closeout Submitted to FAA	December 2020		

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT:

Runway 9/27 HIRL and Pavement Maintenance

DATE: February 6, 2020

PROJECT DESCRIPTION:

McAllister Field HIRL Lighting and Pavement Maintenance

CLIENT:

City of Yakima, Washington (McAllister Field)

CLIENT PROJ. NO.

J-U-B PROJ. NO.:

TBD

70-19-010

SCHEDULE 1 BASE BID

[illegible]

J-U-B ENGINEERS, INC.

W. 422 Riverside, Suite 304, Spokane, Washington 99201

2019

[illegible]

SCHEDULE - YAKIMA AIR TERMINAL

Apron Adjacent to McAllister Museum	CY-2020			
	May	June	July	August
Evaluation and Site Survey				
WSDOT Grant Award				
Mobilization				
Removal of old seal and prep work				
Installation of new crackseal				
Airfield Markings				
Inspection				
Demobilization				
Project Closeout				