

LANDSIDE FACILITIES

The facility requirements analysis identified several opportunities to improve the existing landside facilities in order to better accommodate future aviation demand. This section will specify the recommended improvements pertaining to landside facilities.

Landside Concept

According to analysis conducted in the Facility Requirements section of this document, terminal space requirements could necessitate an additional 2,300 square feet by the long term planning horizon. As such, a terminal building/conference center is planned for construction between the Hollister Jet Center and the Hollister Soaring Center. The location of the new terminal building/conference center would ultimately preclude any automobile parking in this area, which is the current use of this location. To mitigate this parking issue, a terminal parking area is proposed directly across Skylane Drive to the north-east. Furthermore, the Airport could experience increased demand for aircraft storage hangars. If demand dictates, aviation development reserve areas have been identified between the C & M Helicopters Inc. and DK Turbines buildings as well as adjacent to the southwest general aviation development near the threshold of Runway 6. In an effort to ensure better separation between general aviation activities and CalFire operations, the CalFire Attack Base is planned to be relocated to the southwestern side of Runway 13-31, with roadway access to the Attack Base via Aerostar Way. Once CalFire relocates its facilities, the Airport could install an aboveground aviation fuel storage farm in this location. Should continued aviation growth occur at CVH, a combined 181 acres of land are proposed for acquisition and could be utilized for future aviation development as well as ROFA and RPZ safety area property acquisition for Runway 6-24.

NON-STANDARD CONDITIONS

Per the request of the FAA, **Table FF** contains a listing of non-standard conditions that are currently identified on the Airport Data Sheets as part of the ALP drawing set (see Appendix B). It is important to note that the ALP ultimately shows the removal and/or relocation of these non-standard conditions in order to adhere to appropriate airfield design standards. For more detailed information, please refer to Appendix B.

TABLE FF
Airport Data Sheet - Non-Standard Table
Hollister Municipal Airport

Non-Standard Condition	Effect Design Standard	Standard	Existing	Proposed Disposition
Existing Fence parallel to Runway 6 on North/West Side	ROFA	500' wide (250' from rwy centerline)	194' from Runway 6 Centerline	Future Property Acquisition/Relocate Fence
Existing Road parallel to Runway 6 on North/West Side	ROFA	500' wide (250' from rwy centerline)	166' from Runway 6 Centerline	Future Property Acquisition/Relocate Road
Existing Fence parallel to Runway 24 on North/East Side	ROFA	500' wide (250' from rwy centerline)	193' from Runway 24 Centerline	Future Property Acquisition/Relocate Fence
Existing Road parallel to Runway 24 on North/East Side	ROFA	500' wide (250' from rwy centerline)	176' from Runway 24 Centerline	Future Property Acquisition/Relocate Road
Existing Buildings near Runway 24 on North/East Side	ROFA	500' wide (250' from rwy centerline)	246' from Runway 24 Centerline	Relocate or Remove Buildings
Windsock near Runway 13 End	ROFA	500' wide (250' from rwy centerline)	225' from Runway 13 Centerline	To Be Removed/Relocated
Windsock near Runway 24 End	ROFA	500' wide (250' from rwy centerline)	170' from Runway 24 Centerline	To Be Removed/Relocated
Segmented Circle/Windsock	ROFA	500' wide (250' from rwy centerline)	239' from Runway 13 Centerline	To Be Relocated

ROFA: Runway Object Free Area

Source: Survey Data performed by Martinez Geospatial; Coffman Associates' analysis

CAPITAL IMPROVEMENT PROGRAM

The analyses completed in the preceding section outlined airside and landside development needs to meet projected aviation demand based on forecast activity, facility requirements, safety standards, and operational efficiency. This section will provide a description and overall cost of each project identified in the capital improvement program (CIP) and development schedule. The program outlined has been evaluated from a variety of perspectives and represents a comparative analysis of basic budget factors, demand, and priority assignments.

The CIP is developed following FAA and CALTRANS guidelines for airport planning and primarily identifies those projects that are likely eligible for FAA and/or CALTRANS funding assistance. Other aviation projects that are not programmed to receive federal and/or state funding participation are also presented.

While the FAA requires the Airport to submit a five-year Airport Capital Improvement Program (ACIP) each year, the planning effort affords the opportunity to examine projects (and their potential financing) beyond the short term planning horizon. Several factors may influence the timing of projects in the intermediate and long term planning periods. Therefore, greater flexibility must be considered with regard to their implementation. The timing for capacity-related projects, such as hangar construction, will need to be based upon activity levels (e.g., operations, based aircraft) and the types of aircraft using the facility. Other projects, such as property acquisition for the protection of the airfield safety areas, focus on meeting FAA design standards and providing a safe operating environment. Finally, over the

course of any ACIP, consideration must be given to the ongoing maintenance and preservation of airfield pavements. Consequently, this planning document must remain flexible to unforeseen changes which may occur over time. The CVH five-year ACIP and long term CIP are shown on **Exhibit R**, while **Exhibit S** graphically depicts the CIP overlaid onto the Airport aerial photograph and broken out into planning horizons.

CAPITAL IMPROVEMENT SUMMARY

The CIP is intended as a road map of airport improvements to help guide the City of Hollister, the FAA, and CALTRANS. The plan as presented will help accommodate increases in forecast demand at CVH over the next five years and beyond. The sequence of projects may change due to availability of funds or changing priorities. Nonetheless, this is a comprehensive list of capital projects the Airport should consider in the next 5+ years.

Total, the five-year CIP proposes approximately \$11.9 million in Airport development needs. Of this total, approximately \$10.7 million could be eligible for federal and \$0.5 million for state funding assistance. The local funding estimate for the proposed CIP is \$0.7 million. For projects planned beyond the short term planning period, the CIP proposes an estimated \$14.3 million in airport development.

FUNDING SOURCES

Through federal legislation over the years, various grant-in-aid programs have been established to develop and maintain a system of public-use airports across the United States. The purpose of this system and its federally based funding is to maintain national defense and to promote interstate commerce. The most recent legislation affecting federal funding was enacted on February 17, 2012 and is titled, *FAA Modernization and Reform Act of 2012*.

Some airport projects are eligible for FAA funding through the Airport Improvement Program (AIP). Funding for AIP-eligible projects is undertaken through a cost-sharing arrangement in which the FAA provides up to 90 percent of the cost. Airports which are included in the NPIAS, such as CVH, can apply for airport improvement grants. The FAA provides up to 90 percent of the cost of eligible projects for the Airport.

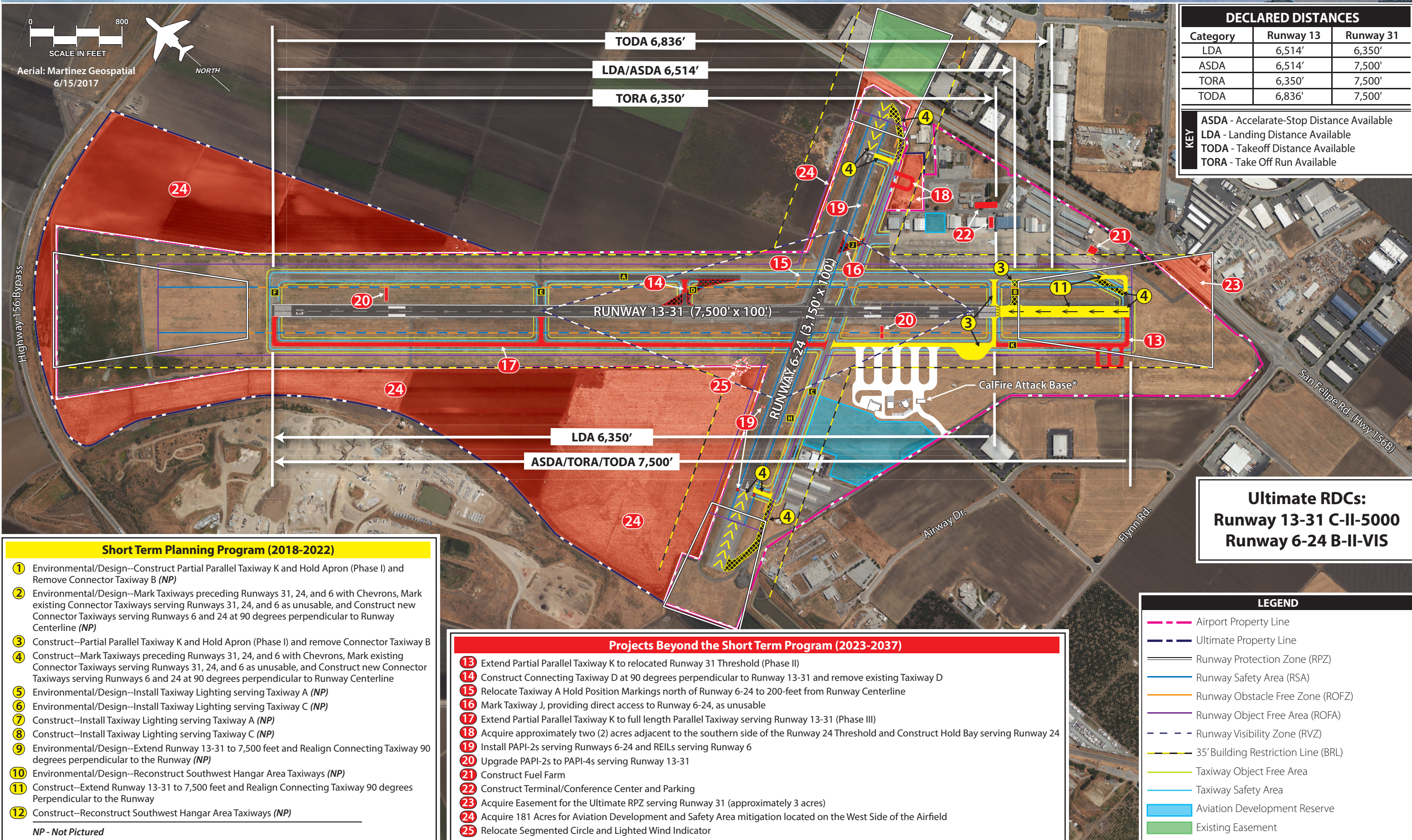
A portion of the FAA AIP grants can be matched with state funds. The current matching rate is 5.0 percent of the federal portion of the total project cost. A project which is being funded by an AIP grant must be included in the airport CIP. The amount set aside for AIP matching is determined by the California Transportation Commission each year.

Project #		Project Category	Federal Funding	State Funding	Airport/Local Share	Total Project Cost Estimate
Short Term Project Description						
Planning Year 2018						
1	Environmental/Design--Construct Partial Parallel Taxiway K and Hold Apron (Phase I) and Remove Connector Taxiway B	SS/EF	\$ 232,065	\$ 11,603	\$ 14,182	\$ 257,850
2	Environmental/Design--Mark Taxiways preceding Runways 31, 24, and 6 with Chevrons, Mark existing Connector Taxiways serving Runways 31, 24, and 6 as unusable, and Construct new Connector Taxiways serving Runways 6 and 24 at 90 degrees perpendicular to Runway Centerline	SS	\$ 144,045	\$ 7,202	\$ 8,803	\$ 160,050
2018 Total			\$ 376,110	\$ 18,806	\$ 22,985	\$ 417,900
Planning Year 2019						
3	Construct--Partial Parallel Taxiway K and Hold Apron (Phase I) and remove Connector Taxiway B	SS/EF	\$ 1,942,470	\$ 97,124	\$ 118,707	\$ 2,158,300
4	Construct--Mark Taxiways preceding Runways 31, 24, and 6 with Chevrons, Mark existing Connector Taxiways serving Runways 31, 24, and 6 as unusable, and Construct new Connector Taxiways serving Runways 6 and 24 at 90 degrees perpendicular to Runway Centerline	SS	\$ 1,504,710	\$ 75,236	\$ 91,955	\$ 1,671,900
2019 Total			\$ 3,447,180	\$ 172,359	\$ 210,661	\$ 3,830,200
Planning Year 2020						
5	Environmental/Design--Install Taxiway Lighting serving Taxiway A	SS	\$ 117,000	\$ 5,850	\$ 7,150	\$ 130,000
6	Environmental/Design--Install Taxiway Lighting serving Taxiway C	SS	\$ 117,000	\$ 5,850	\$ 7,150	\$ 130,000
2020 Total			\$ 234,000	\$ 11,700	\$ 14,300	\$ 260,000
Planning Year 2021						
7	Construct--Install Taxiway Lighting serving Taxiway A	SS	\$ 990,000	\$ 49,500	\$ 60,500	\$ 1,100,000
8	Construct--Install Taxiway Lighting serving Taxiway C	SS	\$ 990,000	\$ 49,500	\$ 60,500	\$ 1,100,000
9	Environmental/Design--Extend Runway 13-31 to 7,500 feet and Realign Connecting Taxiway 90 degrees perpendicular to the Runway	DM/OP	\$ 171,000	\$ 8,550	\$ 10,450	\$ 190,000
10	Environmental/Design--Reconstruct Southwest Hangar Area Taxiways	MN	\$ 315,000	\$ 15,750	\$ 19,250	\$ 350,000
2021 Total			\$ 2,466,000	\$ 123,300	\$ 150,700	\$ 2,740,000
Planning Year 2022						
11	Construct--Extend Runway 13-31 to 7,500 feet and Realign Connecting Taxiway 90 degrees Perpendicular to the Runway	DM/OP	\$ 1,152,000	\$ 57,600	\$ 70,400	\$ 1,280,000
12	Construct--Reconstruct Southwest Hangar Area Taxiways	MN	\$ 2,997,000	\$ 149,850	\$ 183,150	\$ 3,330,000
2022 Total			\$ 4,149,000	\$ 207,450	\$ 253,550	\$ 4,610,000
Total Short Term Program			\$ 10,672,290	\$ 533,615	\$ 652,196	\$ 11,858,100
Projects Beyond the Short Term Program						
13	Extend Partial Parallel Taxiway K to relocated Runway 31 Threshold (Phase II)	DM/SS	\$ 1,395,000	\$ 69,750	\$ 85,250	\$ 1,550,000
14	Construct Connecting Taxiway D at 90 degrees perpendicular to Runway 13-31 and remove existing Taxiway D	SS	\$ 149,400	\$ 7,470	\$ 9,130	\$ 166,000
15	Relocate Taxiway A Hold Position Markings north of Runway 6-24 to 200-feet from Runway Centerline	SS	\$ 1,800	\$ 90	\$ 110	\$ 2,000
16	Mark Taxiway J, providing direct access to Runway 6-24, as unusable	SS	\$ 24,300	\$ 1,215	\$ 1,485	\$ 27,000
17	Extend Partial Parallel Taxiway K to full length Parallel Taxiway serving Runway 13-31 (Phase III)	DM/SS	\$ 3,346,200	\$ 167,310	\$ 204,490	\$ 3,718,000
18	Acquire approximately two (2) acres adjacent to the southern side of the Runway 24 Threshold and Construct Hold Bay serving Runway 24	DM/EF	\$ 258,300	\$ 12,915	\$ 15,785	\$ 287,000
19	Install PAPI-2s serving Runways 6-24 and REILs serving Runway 6	SS	\$ 131,400	\$ 6,570	\$ 8,030	\$ 146,000
20	Upgrade PAPI-2s to PAPI-4s serving Runway 13-31	SS	\$ 100,800	\$ 5,040	\$ 6,160	\$ 112,000
21	Construct Fuel Farm	DM/OP	\$ 504,000	\$ 25,200	\$ 30,800	\$ 560,000
22	Construct Terminal/Conference Center and Parking	DM/OP	\$ 1,194,300	\$ 59,715	\$ 72,985	\$ 1,327,000
23	Acquire Easement for the Ultimate RPZ serving Runway 31 (approx. 3 acres)	SS	\$ 34,200	\$ 1,710	\$ 2,090	\$ 38,000
24	Acquire 181 Acres for Aviation Development and Safety Area mitigation located on the West Side of the Airfield	DM/OP	\$ 5,701,500	\$ 285,075	\$ 348,425	\$ 6,335,000
25	Relocate Segmented Circle and Lighted Wind Indicator	SS	\$ 16,200	\$ 810	\$ 990	\$ 18,000
Projects Beyond Short Term Program Total			\$ 12,857,400	\$ 642,870	\$ 785,730	\$ 14,286,000
Capital Improvement Program Total			\$ 23,529,690	\$ 1,176,485	\$ 1,437,926	\$ 26,144,100

Category Legend:

SS - Safety/Security MN - Maintenance DM - Demand
EN - Environmental EF - Efficiency OP - Opportunity





PLAN IMPLEMENTATION

When implementing the CIP, the Airport must recognize that planning is a continuous process and does not end with the approval of this document. It is recommended that the Airport establish measures to track certain demand indicators, such as based aircraft, hangar demand, and operations.

It should be noted that actual need for facilities is best established by activity levels rather than a specified date. For example, projections have been made as to when additional hangars may be needed at the Airport. In reality, the timeframe in which the development is needed may be substantially different. Actual demand may be slower to develop than expected. On the other hand, high levels of demand may establish the need to accelerate development. Although every effort has been made in this planning process to conservatively estimate facility development, aviation demand will dictate timing of facility improvements.

In summary, the planning process requires the City of Hollister to consistently monitor the progress of CVH in terms of based aircraft, hangar demand, and operations. Analysis of aircraft demand is critical to the timing and need for new airport facilities.