

**REGULAR MEETING OF THE
MONTEREY PENINSULA AIRPORT DISTRICT
BOARD OF DIRECTORS**

October 14, 2015 10:00 AM

**Board Room, 2nd Floor of the Airport Terminal Building
200 Fred Kane Dr. Suite #200
Monterey Regional Airport**

(Unless you are a public safety official, please turn off your cell phone or place it on vibrate mode during the meeting. Thank you for your compliance.)

A. CALL TO ORDER/ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

1. 15 Years of Service

<u>Name</u>	<u>Department</u>	<u>Position</u>
Joseph Aten	Maintenance	Maintenance Lead

2. 10 Years of Service

<u>Name</u>	<u>Department</u>	<u>Position</u>
Jerry Merritt	Finance & Administration	Accounting Manager/Controller

3. [Jennifer Hickerson, Public Relations/Marketing Coordinator was selected and awarded the Monterey Peninsula Chamber of Commerce Volunteer of the Month for August 2015.](#)

D. PUBLIC COMMENTS

Any person may address the Monterey Peninsula Airport District Board at this time. Presentations should not exceed three (3) minutes, should be directed to an item **NOT** on today's agenda, and should be within the jurisdiction of the Monterey Peninsula Airport District Board. Though not required, the Monterey Peninsula Airport District Board appreciates your cooperation in completing a speaker request form available on the staff table. Please give the completed form to the Monterey Peninsula Airport District Secretary. Comments concerning matters set forth on this agenda will be heard at the time the matter is considered.)

E. CONSENT AGENDA – ACTION ITEMS

(10:15AM – 10:30AM Estimated)

(The Consent Agenda consists of those items which are routine and for which a staff recommendation has been prepared. A Board member, member of the audience or staff may request that an item be placed on the deferred consent agenda for further discussion. One motion will cover all items on the Consent Agenda. The motion to approve will authorize the action or recommendation indicated.)

Approve 1. [Minutes of the Regular Meeting of September 9, 2015](#)

F. DEFERRED CONSENT AGENDA - ACTION ITEMS

G. ACCEPTANCE OF DEPARTMENT REPORTS

(10:30AM – 10:45AM Estimated)

[*\(The board receives department reports which do not require any action by the board\)*](#)

H. REGULAR AGENDA – ACTION ITEMS

(10:45AM-11:45AM Estimated)

Presentation 1. [Update on Local FAA Noise Issues; Airport District Activities Regarding Same](#)

Presentation 2. Monthly Update on the Runway Safety Area (RSA) Project by Kimley-Horn and Associates

Presentation 3. [Update on Status of Airport Master Plan, Recommended Development Alternative and Public Outreach Efforts; Report on the California Environmental Quality Act Process and Initiation of Environmental Review](#)

Presentation 4. [Report on Assessment of Airport Northside Wells; Need for Options Analysis](#)

Pass to Print 5. [Ordinance 916, an Ordinance to Repeal and Replace 911 Regulating the Operation of Commercial Passenger Vehicles Other Than Taxicabs at the Monterey Regional Airport](#)

I. BOARD COMMITTEE REPORTS

(11:45AM –12:00PM Estimated)

(Report on meetings attended by Board Members at Monterey Peninsula Airport District's expense - AB1234)

a. Standing Committees:

- | | |
|--|---------------------------|
| i. Local Jurisdiction Liaison | Directors Miller & Searle |
| ii. Budget and Finance | Directors Miller & Sabo |
| iii. Air Service, Marketing, Community Relations | Directors Leffel & Nelson |

b. Ad-Hoc Committees:

- | | |
|---|---------------------------|
| i. Community Affairs | Directors Sabo & Leffel |
| ii. Airport Property Development & Leases | Directors Nelson & Miller |
| iii. Noise Mitigation | Directors Sabo & Nelson |

c. Liaison/Representatives:

- | | | |
|---|-----------------|--------------|
| i. Local Agency Formation Commission | Director Leffel | Alt: Searle |
| ii. Regional Taxi Authority | Director Leffel | Alt: La Pier |
| iii. Transportation Agency for Monterey County | Director Sabo | Alt: Nelson |
| iv. Water Management District (Policy Advisory) | Director Leffel | Alt: Searle |
| v. Special Districts Association Liaison | Director Miller | |

J. CLOSED SESSION

(1:00PM –1:30PM Estimated)

1. **POTENTIAL LITIGATION** (Government Code Section 54956.9(d)) the Board will meet with the Executive Director and District Counsel regarding potential litigation – one case.

K. RECONVENE TO OPEN SESSION

L. PENDING REQUESTS FOR FUTURE AGENDA ITEMS

- *Presentation about developing a “Dig Once” policy*
- *Update on the plan to cool the terminal holding room*

M. DISCUSSION OF FUTURE AGENDAS

(Any Board member may request the Board of Directors to instruct staff to report back to the Board at a future meeting concerning any matter or place a matter of business on a future agenda. Approval of such requests will be made by motion.)

N. ADJOURNMENT

AGENDA DEADLINE

All items submitted by the public for possible inclusion on the Board Agenda or in the Board packet must be received by 5:00 P.M. on the Friday before the first Wednesday of the month. This agenda is subject to revision and may be amended prior to the scheduled meeting. A final Agenda will be posted outside the District Offices in the Terminal Building at the Monterey Regional Airport 72 hours prior to the meeting.

Upon request and where feasible, the Monterey Peninsula Airport District will provide written agenda materials in appropriate alternate formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. In order to allow the District time within which to make appropriate arrangements, please submit a written request containing a brief description of the materials requested and preferred alternative format or auxiliary aid or service desired as far as possible in advance of the meeting. Requests should be sent to the District Secretary at 200 Fred Kane Drive, Suite 200, Monterey, California 93940.



**MONTEREY
PENINSULA
CHAMBER OF
COMMERCE**

2015 Board of Directors

Chair

Rob Lee, CPA

Hayashi & Wayland
Accounting & Consulting LLP

Immediate Past Chair

Bret Silvestri

S & B Consulting Inc.

Chair-Elect

Ken Gordon

Community Hospital of the
Monterey Peninsula

Vice Chair of Economic Vitality

Dr. Shyam Kamath

CSU Monterey Bay, College of Business

Vice Chair of Education

Kathi Speller

Community of Caring
Monterey Peninsula

Vice Chair of Finance

Leinette Limtiaco

Central Coast Federal Credit Union

Vice Chair of Membership

Kent Berman

Embassy Suites Monterey Bay - Seaside

Vice Chair, Special Events

Julie Ann Lozano

MBS Business Systems

Shawn Adams

Monterey Signs

Katy Castagna

United Way Monterey County

Amy Gibson

Portola Hotel & Spa

Neal Heckman

Palace Business Solutions

Matt Hohman

Monterey Credit Union

Christine G. Kemp, JD

Noland, Hamerly, Etienne & Hoss

Dr. Jeanette Kern, DDS

Jeanette M. Kern D.D.S., Inc.

Barry Kilzer

Kilzer Wealth Management

Nicholas M. Pasculli

TMD - The Marketing Department, Inc.

Joella Taboada

Rabobank, N.A.

Erik Uppman

Cannery Row Company

Doug Yount

Applied Development Economics, Inc.

Jody Hansen

MPCC President/CEO

243 El Dorado Street, Suite 200

Monterey, CA 93940

PH (831) 648-5350

Fax (831) 649-3502

www.montereychamber.com

August 31, 2015

Jennifer Hickerson

Monterey Peninsula Airport District

200 Fred Kane Drive, Suite 200

Monterey, CA 93940

Dear Jennifer:

On behalf of the Board of Directors of the Monterey Peninsula Chamber of Commerce, we wish to extend our "Congratulations" on being selected "Volunteer of the Month" for August 2015.

You were nominated by staff and volunteers and chosen by the Board for your ongoing dedication and commitment to the Chamber. It is because of volunteers like you that the Monterey Peninsula Chamber of Commerce can continue to provide ongoing high quality events and programs and be the "Voice of Business" on the Monterey Peninsula.

In recognition of this honor, we will schedule a picture and a brief biography to run in our ChamberLink page in the Monterey County Herald. Please submit a short biography of yourself, and a black/white or color photo of yourself to communications@montereychamber.com.

We thank you for all you do for the Chamber, both past and present.

Sincerely,

Jody Hansen

President/CEO



MONTEREY
PENINSULA
CHAMBER OF
COMMERCE

Volunteer of the Month

In recognition of your ongoing dedication and commitment to the
Monterey Peninsula Chamber of Commerce and its members.

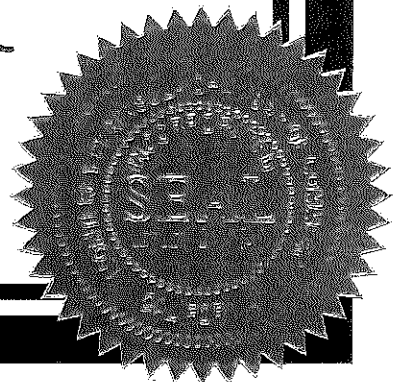
Jennifer Hickerson

Monterey Peninsula Airport District

Awarded for August 2015

Rob Lee
2015 Board Chair

Jody Hansen
President & CEO



**MINUTES OF THE REGULAR MEETING OF THE MONTEREY PENINSULA AIRPORT DISTRICT
BOARD OF DIRECTORS**

September 9, 2015 10:00AM, BOARD ROOM

A. CALL TO ORDER/ROLL CALL

Chair Sabo called to order the Regular Meeting of the Board of Directors. Directors Miller and Searle, were present. The following District officers were present: Board Secretary Posey, Auditor Merritt, Executive Director La Pier and District Counsel Huber. Director Leffel was absent. Director Nelson arrived at 10:10am.

B. PLEDGE OF ALLEGIANCE

Chair Sabo led the Pledge of Allegiance.

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

Chair Sabo announced that the District received a letter from the Special District Risk Management Association (SDRMA) congratulating the District for their pro-active safety measures and controlling Workers Compensation claims.

D. PUBLIC COMMENTS

None

E. CONSENT AGENDA – ACTION ITEMS

(The Consent Agenda consists of those items which are routine and for which a staff recommendation has been prepared. A Board member, member of the audience or staff may request that an item be placed on the deferred consent agenda for further discussion. One motion will cover all items on the Consent Agenda. The motion to approve will authorize the action or recommendation indicated.)

Approve 1. Minutes of the Regular Meeting of August 12, 2015

Director Nelson moved to approve Item E.1. Director Miller seconded the motion. The motion passed unanimously.

F. DEFERRED CONSENT AGENDA - ACTION ITEMS

None

G. ACCEPTANCE OF DEPARTMENT REPORTS

(The board receives department reports which do not require any action by the board)

H. REGULAR AGENDA – ACTION ITEMS

- Presentation 1. Monthly Update on the Runway Safety Area (RSA) Project by Kimley-Horn and Associates

Bob Hamilton and Kevin Flynn, Kimley Horn & Associates, presented Item H.1. to the board.

- Approve 2. Agreement with Uber, a Transportation Network Company, to Provide Service to the Monterey Regional Airport

Michael La Pier, Executive Director, presented Item H. 2. He gave the board an overview of the proposed agreement.

Public Comment

Mike Dowson, member of the public, stated that the district should reach out to the other Transportation Network Companies.

Director Miller moved to approve Item H.2. Director Nelson seconded the motion. The motion passed unanimously.

- Adopt 3. Resolution No.1652 adopting revised Rules and Regulations for Commercial Ground Transportation

Ken Griggs, Operations Manager, presented Item H.3 to the board. He gave an overview of the changes and edits proposed in the revised Rules and Regulations. He pointed out that the date on the proposed Resolution 1652 is wrong and will be corrected to reflect September 9, 2015.

Director Nelson moved to adopt Resolution No. 1652 with the amended date of September 9, 2015. Director Miller seconded the motion. The motion passed by a roll call vote of 4-0.

RESOLUTION NO. 1652

A RESOLUTION ADOPTING REVISED COMMERCIAL GROUND TRANSPORTATION RULES & REGULATIONS

WHEREAS, the Board of Directors adopted an emergency ordinance on June 30, 2011 to regulate commercial passenger vehicles (Ordinance 911) and an ordinance establishing and regulating an open entry taxi system on December 14, 2011 (Ordinance 912); and

WHEREAS, the Board of Directors finds that the adoption of rules and regulations governing taxi service and other commercial passenger vehicles on the airport is necessary for the safety of airport passengers; and

WHEREAS, the implementation of Transportation Network Companies (TNC) expands the requirements to add said rules and regulations; and

WHEREAS, the Board of Directors adopted resolution 1564 on December 14th, 2011 to implement original rules and regulations and resolution 1594 on February 13th, 2013 for subsequent rules and regulation updates; and

WHEREAS, Airport Staff have made necessary changes to the rules and regulations to reflect operating parameters for TNCs and improve the ground transportation system; and

WHEREAS, Airport Staff and the Commercial Ground Transportation Management Company are empowered to administer and enforce these revised rules and regulations.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: that the proposed revised Rules and Regulations, as attached, be adopted and the Executive Director is directed to enforce the revised Rules and Regulations pursuant to Ordinance No. 911 and 912 adopted on June 30, 2011 and December 14, 2011 respectively by Monterey Peninsula Airport District Board of Directors.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 9th day of September, 2015 by the following roll call vote:

AYES:	DIRECTORS:	Nelson, Miller, Searle, Sabo
NOES:	DIRECTORS:	
ABSTAIN:	DIRECTORS:	
ABSENT:	DIRECTORS:	Leffel

Approve 4. Adjournment of the Wednesday, November 11, 2015 (Veterans Day Holiday)
Board Meeting to Thursday, November 12, 2015.

Chair Sabo moved to adjourn the Regular Board Meeting of November 11, 2015 to Wednesday, November 18, 2015. Director Searle seconded the motion. Director Miller abstained since he will be absent. The motion passed unanimously.

I. BOARD COMMITTEE REPORTS

(Report on meetings attended by Board Members at Monterey Peninsula Airport District's expense - AB1234)

- | | |
|--|---------------------------------|
| a. <u>Standing Committees:</u> | |
| i. Local Jurisdiction Liaison | Directors Miller & Searle |
| ii. Budget and Finance | Directors Miller & Sabo |
| iii. Air Service, Marketing, Community Relations | Directors Leffel & Nelson |
| b. <u>Ad-Hoc Committees:</u> | |
| i. Community Affairs | Directors Sabo & Leffel |
| ii. Airport Property Development & Leases | Directors Nelson & Miller |
| iii. Noise Mitigation | Directors Sabo & Nelson |
| c. <u>Liaison/Representatives:</u> | |
| i. Local Agency Formation Commission | Director Leffel Alt: Searle |
| ii. Regional Taxi Authority | Director Leffel Alt: La Pier |
| iii. Transportation Agency for Monterey County | Director Sabo Alt: Nelson |
| iv. Water Management District (Policy Advisory) | Director Leffel Alt: Searle |
| v. Special Districts Association Liaison | Director Miller |

J. CLOSED SESSION

1. **PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE** (Government Code Section 54957). Regarding the following position: Police Officer
2. **PUBLIC EMPLOYEE PERFORMANCE EVALUATION** (Government Code Section 54957 (b)) the Board will meet with the Executive Director and District Counsel to consider the evaluation of performance of a public employee related to the following position: Police Chief
3. **REAL PROPERTY NEGOTIATIONS** (Government Code Section 54956.8) the Board will meet with Real Property Negotiators, Executive Director and District Counsel, regarding the property identified as portions of Assessor's Parcel Number 013-221-020-000 consisting of approximately 1.2 acres.

K. RECONVENE TO OPEN SESSION

Chair Sabo announced that no action was taken in closed session.

Adopt 1. Resolution No. 1650 Approving the Disability Retirement of a Police Officer

Director Miller moved to approve Resolution No. 1650. Chair Sabo seconded the motion. The motion passed by a roll call vote of 4-0.

AYES:	DIRECTORS:	Nelson, Miller, Searle, Sabo
NOES:	DIRECTORS:	
ABSTAIN:	DIRECTORS:	
ABSENT:	DIRECTORS:	Leffel

L. PENDING REQUESTS FOR FUTURE AGENDA ITEMS

- *Presentation about developing a "Dig Once" policy.*

M. DISCUSSION OF FUTURE AGENDAS

- *Water Well Study – Phase 1 results*
- *Update on the plan to cool the terminal holding room*

N. ADJOURNMENT

The meeting adjourned at 3:57pm.

AGENDA ITEM: G
DATE: October 14, 2015

**REGULAR MEETING OF THE
MONTEREY PENINSULA AIRPORT DISTRICT
BOARD OF DIRECTORS**

DEPARTMENT REPORTS

Jennifer Hickerson, Marketing & Public Relations Coordinator
Air Service Development Report

Ken Griggs, Operations Manager
Operations Report

Jeff Hoyne, Police Chief
Police Activity Report

Monterey Fire Department
Monthly Fire Report

Jerry Merritt, District Auditor/Controller
Financial Summary

Mark Bautista, Deputy General Manager, Planning & Development
P & D Monthly Project Report

AGENDA ITEM: G
DATE: October 14, 2015

TO: Mike La Pier, Executive Director
FROM: Jennifer Hickerson, Marketing & Public Relations Coordinator
DATE: October 1, 2015
SUBJ: Air Service Development Report

Marketing, Advertising & Promotions

Advertising:

- Billboard: On Hwy 101, 2 miles north of Prunedale.
- Television: We ran ads on KION for the Airshow promotion. We also ran ads on KION and Comcast to promote the new LA service on Alaska Airlines.
- Radio: We ran radio ads on KWAV for the Airshow promotion.
- Alaska – LAX Service: Republic Parking designed and created post cards to assist us in promoting the new Alaska Airlines LAX flight. They are handing them out to customers who come to the manned booth to pay.

Air Carrier Update:

- AS – One 76-seat Q400 turboprop daily to SAN.
- G4 (Allegiant) – LAS service continues Thursdays and Sundays.
- US/AA – PHX service continues three times a day. The midday flight continues as CRJ-900 service.
- UA SFO – SFO service continues twice a day. The last-in and first out flights have been up-gauged to a CRJ-70 six days a week.

Air Service Development:

The Alaska Airlines visit is set for October 8-11. The hospitality community has been very generous and we have secured their hotel rooms, meals, attractions and transportation.

Public Relations:

- Social Media/Facebook: “Total Likes” continue to grow – **13,293** as of October 1, 2015.
- Event Partnerships: The Airport had a booth at the California International Airshow Salinas. We gave away two trips to Puerto Vallarta which included: two tickets on Alaska Airlines, 4 nights stay in an all-inclusive resort and an attraction. We had 421 attendees stop by the booth and register for the trips, 213 of them were from Salinas.
- Santa Cruz Warriors: We are working with the Santa Cruz Warriors to come up with a promotion to give away a trip during their season.

Customer Service:

- Customer Comment Cards: see September responses attached.

Date	Time	Pax	Airline	Flt #	Tone	Comments	Name	Address
		Was						City & State
9/12	1645	D	AE	5824	N	4 + hour delay with no explanation. Very dissatisfied with the customer service.		Mesa, AZ
9/18	500	D	UE	2655	N	We are sad you have less flights we love flying Monterey.	J.S.	Monterey, CA
9/21	1315	D	UE		N	There was no one at the desk to help for 20 min. Too slow.		
9/27	925	D	AL	541	P	Paula was the most pleasant and professional person I have seen in years. Thank you.	C.Z.	Henderson, NV
9/28	1535	D	US	2955	N	Put \$2 in candy machine for gum and never got any. No number on machine to get \$ back.	T.H.	Carmel, CA

TO: Michael La Pier, Executive Director
FROM: Operations Manager Griggs
DATE: October 2, 2015
SUBJ: Operations Report

The following is a summary of significant activity in the Operations Department for September 2015.

1. Finalized an operating agreement with Uber to begin ground transportation operations effective October 1. Revised ground transportation rules and regulations.
2. Continuing coordination efforts with Planning & Development staff for general oversight of the Runway Safety Area project.
3. Attended the Airshow Chamber Mixer at Del Monte Aviation.
4. Two aircraft incidents occurred as a result of pilot error:

A single-engine Lance Air Evolution skidded off the main runway after touching down and came to a rest in the runway safety area about 250 north and 10 feet east of taxiway Lima. The aircraft sustained minor damage to the right main landing gear. One runway and taxiway edge light were damaged. The aircraft was towed to Global Executive Jet Maintenance. The NTSB is investigating the incident. Regular operations were not affected.

A US Airways CRJ900, operated by Mesa Air, upon turnout from the commercial ramp stopped, then used full thrust to continue to proceed onto taxiway Alpha. The jet blast caused ground handling equipment to be blown towards the building causing moderate damage to the equipment and fortunately minor damage to the building. Two ramp agents were blown to the ground. No injuries were sustained. Mesa will be invoiced for all airline ground handling and airport related damages.

5. Attached is the [Operating and Expense Report for the Taxi Open-Entry System](#).
6. Attached is the [Commercial Flight Cancellations & Delays Report](#). In September there were a total of 89 delays and 17 cancellations.
7. Attached is the [Commercial Flight Schedule for October 2015](#).
8. Attached is the [Noise Comment Report for July](#).
9. Below is the summary of scheduled airline activity for October 2015:

Alaska Air flown by Horizon

- No changes from September
- Continuing to operate one daily departure to San Diego
- Scheduled to operate a total of 62 flights (Arrivals and Departures)

Allegiant Air

- No changes from September
- Continues service twice a week on Thursdays and Sundays.
- Scheduled to operate a total of 18 flights (Arrivals and Departures)

American Eagle flown by SkyWest

- Discontinued LAX service on September 9th. All PHX flights will operate under the AA flagship effective 10/19.

United flown by SkyWest

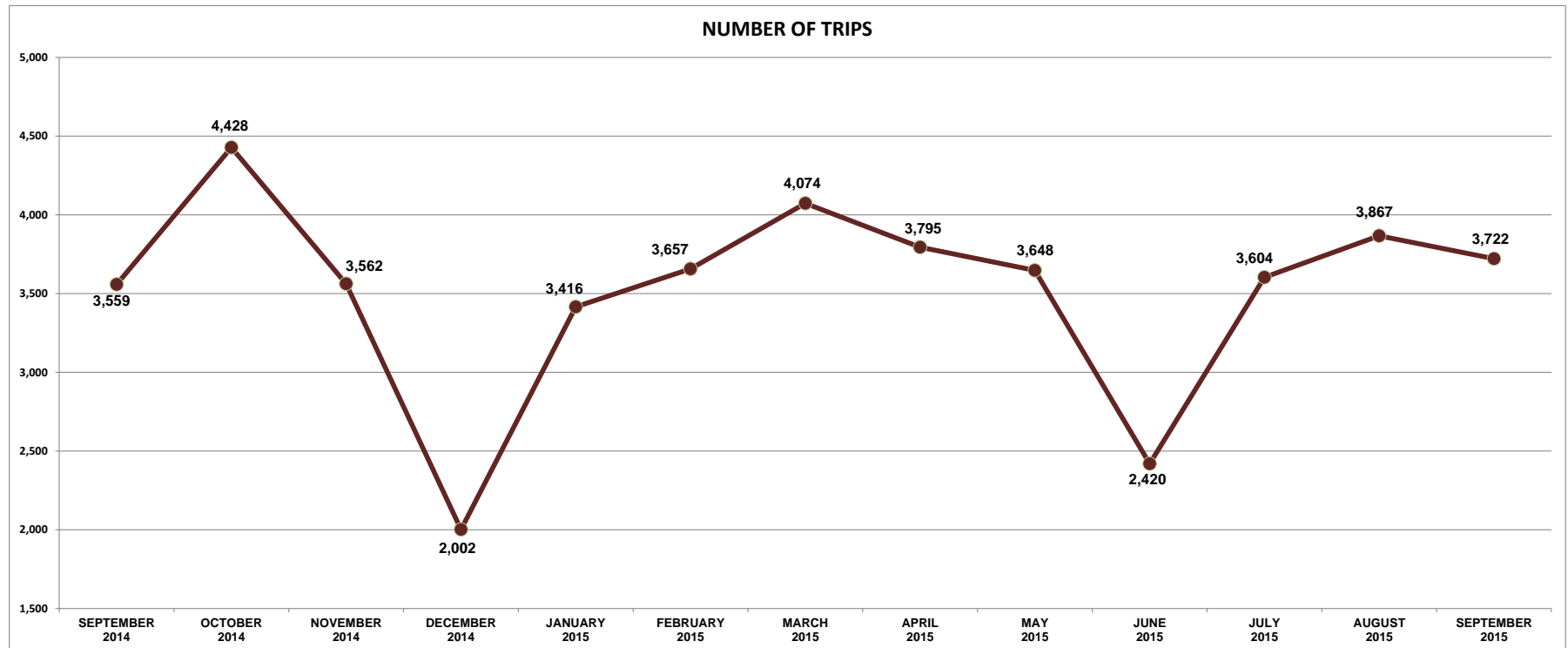
- No significant changes from September.
- Continuing to operate two daily SFO departures.
- Continuing to operate four daily LAX departures, three on Saturdays.
- Scheduled to operate a total of 362 flights (Arrivals and Departures)

US Airways flown by SkyWest/Mesa

- No significant changes from September. Will officially merge with AA on 10/19.
- Continuing to operate three daily departures, except on Saturdays and some Tuesdays.
- The CRJ900, flown by Mesa, will continue to operate the midday flight.
- Scheduled to operate a total of 180 flights (Arrivals and Departures)

Cumulatively speaking, the airlines have scheduled 248 fewer flights (622 vs. 870) as compared to last September. This is primarily due to the American Eagle discontinuation of LAX service, and the contraction of United Express SFO flights to maximize capacity using Canadair Regional Jets (50 and in some cases 76 seats) in lieu of Embraer 120 (27 seats) turbo-props.

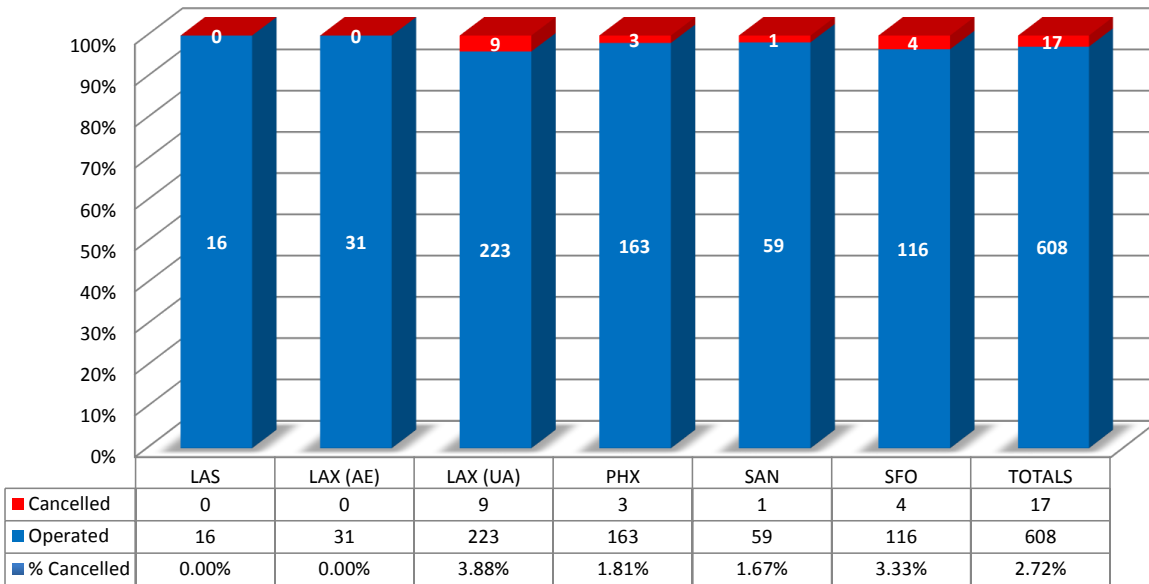
13-MONTH ROLLING COMPARISON



	2014 SEPTEMBER	2014 OCTOBER	2014 NOVEMBER	2014 DECEMBER	2015 JANUARY	2015 FEBRUARY	2015 MARCH	2015 APRIL	2015 MAY	2015 JUNE	2015 JULY	2015 AUGUST	2015 SEPTEMBER
NUMBER OF TRIPS	3,559	4,428	3,562	2,002	3,416	3,657	4,074	3,795	3,648	2,420	3,604	3,867	3,722
NUMBER OF CABS	114	117	119	122	123	124	127	128	128	129	101	105	111
TAXI TRIP FEES	\$ 10,677	\$ 13,284	\$ 10,686	\$ 6,006	\$ 10,248	\$ 10,971	\$ 12,222	\$ 11,385	\$ 10,944	\$ 7,260	\$ 10,812	\$ 11,601	\$ 11,166
TAXI MEDALLION FEES ¹	\$ 2,458	\$ 3,646	\$ 2,583	\$ 2,833	\$ 2,333	\$ 2,458	\$ 2,743	\$ 2,271	\$ 2,208	\$ 2,271	\$ 2,104	\$ 3,104	\$ 3,604
TAXI - TOTAL REVENUE	\$ 13,135	\$ 16,930	\$ 13,269	\$ 8,839	\$ 12,581	\$ 13,429	\$ 14,965	\$ 13,656	\$ 13,152	\$ 9,531	\$ 12,916	\$ 14,705	\$ 14,770
CURB MGMT CONTRACT	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897
EQUIPMENT DEPRECIATION	\$ 1,600	\$ 1,600	\$ 1,600	\$ 1,600	\$ 1,600	\$ 1,600	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SOFTWARE LICENSE / HOSTING	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175
EXPENDABLE SUPPLIES													
TAXI - TOTAL EXPENSE	\$ 14,672	\$ 14,672	\$ 14,672	\$ 14,672	\$ 14,672	\$ 14,672	\$ 14,672	\$ 13,072	\$ 13,072	\$ 13,072	\$ 13,072	\$ 13,072	\$ 13,072
OPERATING INCOME / (LOSS)	\$ (1,537)	\$ 2,258	\$ (1,403)	\$ (5,833)	\$ (2,091)	\$ (1,243)	\$ 293	\$ 584	\$ 80	\$ (3,541)	\$ (156)	\$ 1,633	\$ 1,698
CUMULATIVE (13-MONTH) OPERATING INCOME / (LOSS)													\$ (9,256)

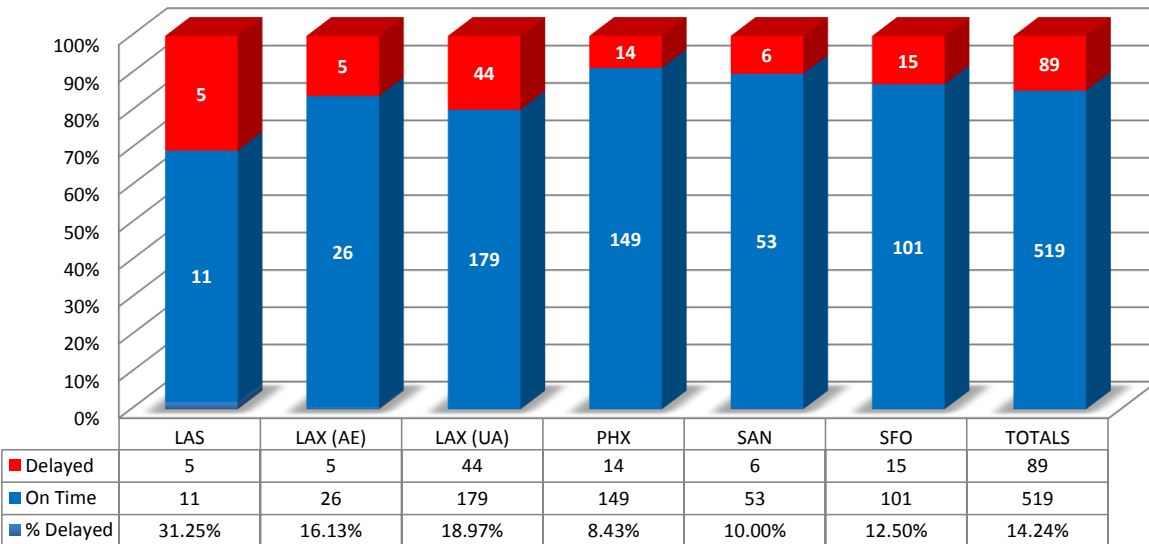
SEPTEMBER 2015

September Commercial Flights Operated vs. Cancelled



TOTAL CANCELED FLIGHTS: 17

September Commercial Flights On Time vs. Delayed



TOTAL DELAYED FLIGHTS: 89

Monterey Regional Airport

October 2015 Flight Schedule

	ARRIVALS					DEPARTURES					
	FROM	AIRLINE	FLIGHT	TIME	SCHD	TO	AIRLINE	FLIGHT	TIME	SCHD	
CRJ200 (50)	LAX		5324	10:35 AM 10:17 AM 11:02 AM	OCT 1-24 OCT 26-30 OCT 25,31	SFO		6346 4992	5:45 AM 6:55 AM	OCT 1-30 OCT 31	CRJ700 (70)
CRJ900 (76)	PHX		5740	11:45 AM	DAILY	PHX		2980	6:15 AM	DAILY	CRJ200 (50)
MD80 (166)	LAS		540	2:16 PM 10:02 AM 11:26 AM	TH EXC OCT 29 SU OCT 29	LAX		5316	6:30 AM 6:10 AM	DAILY	CRJ200 (50)
CRJ200 (50)	SFO		5538	3:15 PM 3:57 PM	DAILY EXC OCT 30	SAN		2437	8:05 AM	DAILY	Q400 (76)
CRJ200 (50)	PHX		2955	3:31 PM	DAILY	LAX		5371/5362	11:08 AM 10:47 AM 11:34 AM	OCT 1-24 OCT 26-30 OCT 25,31	CRJ200 (50)
CRJ200 (50)	LAX		5338/5333	4:30 PM 3:38 PM 3:00 PM 6:05 PM	OCT 1-24 OCT 25 OCT 26-30 OCT 31	PHX		5740	12:30 PM	DAILY	CRJ900 (76)
CRJ200 (50)	LAX		5331/5338	8:15 PM 6:40 PM	OCT 1-23 OCT 25-30 EXC SA	LAS		541	3:01 PM 10:47 AM 12:11 PM	TH EXC OCT 29 SU OCT 31	MD80 (166)
Q400 (76)	SAN		2436	8:05 PM	OCT 1-30 ONLY	LAX		5343	3:45 PM 4:09 PM 3:28 PM 6:34 PM	OCT 1-24 OCT 25 OCT 26-30 OCT 31	CRJ200 (50)
CRJ200 (50)	PHX		2974	9:57 PM	DAILY EXC OCT 31	PHX		2960	4:10 PM	DAILY EXC OCT 31	CRJ200 (50)
CRJ700 (70)	SFO		6376	11:17 PM	DAILY	LAX		5391	5:01 PM 7:08 PM	OCT 1-24 OCT 25-30 EXC SA	CRJ200 (50)
CRJ200 (50)	LAX		5356	11:20 PM	DAILY	SFO		5172/6232	8:42 PM 4:10 PM 3:47 PM	OCT 1-24 OCT 25 OCT 26-30	CRJ200 (50)

*Flight Schedule is general information and subject to change. Schedules are updated monthly and can change daily. Please contact your airline for further information.

MRY AIRPORT NOISE COMMENT LOG

SEPTEMBER 2015

Name		Location (Address)	Incident Date	Incident Time	Aircraft ID	</> of Flight	Comments	By	Action Taken	Notes
AIR OPERATIONS CENTERED AT MONTEREY AIRPORT										
1	Kenneth Nowak	York Hills	Recently	day/night	multiple	landing RWY 28L	Changed approach procedures has lowered approaches and increased noise to intolerable levels. Circle-to-land is especially impactful.	NG	Discussed changes to appch procedures and MPAD's continued efforts with FAA to evaluate alternatives.	Also advised Mr. Nowak that circle-to-land is not a regularly used approach.
2	Linda Cheatham	Carmel Valley/Los Tulares	Recently	n/a	multiple	east to west	Please direct me to a site or address where I can register a complaint concerning airplane noise pollution. It used to be quiet in Carmel Valley and is now sounding more like LAX.	NG	Referred complainant to FAA Noise Ombudsman.	Ops has spoken with complainant on several previous occasions regarding her concerns. Unable to clearly identify cause of increased noise. May be due to changes to RWY 28L approach procedures.
3	Barbara Lovero	Pasadera	9/13/2015	6:22 & 6:27am	unknown	landing RWY 28L	Both planes flew over my house early Sunday morning. Loud and noisy and woke me up.	NG	Ops has spoken to Ms. Lovero on multiple occasions previously and explained MPAD's continued efforts to rectify the changes to approaches.	
4	Barbara Lovero	Pasadera	9/14/2015	2:02pm	Challenger	landing RWY 28L	Low flying large plane directly over my house creating loud noise	NG		
5	Patricia Phoebus	Laguna Seca	Every day	all day	multiple	landing RWY 28L	Changed flight path resulting in aircraft very low over my house and greatly disturbing my peace and quiet, and increasing my concerns about my personal safety.	NG	Discussed changes to appch procedures and MPAD's continued efforts with FAA to evaluate alternatives.	Provided Ms. Phoebus with latest version of MPAD document discussing changes in depth.
6	Dan Sites	Corral de Tierra	ongoing	all day	private jets	landing RWY 28L	More and more private jets flying over house low and loud. Aircraft do not follow the same path every time.	NG	Explained the FAA's NextGen Technology changes at MRY and multiple approaches available.	Noted ongoing MPAD efforts to change approaches and referred complainant to FAA Noise Ombudsman at his request.
7	Barbara Lovero	Pasadera	9/17/2015	11:47am	CRJ900	landing RWY 28L	Large noisy plane flying directly over our backyard.	NG	See entries #3/4.	
8	Barbara Lovero	Pasadera	9/17/2015	4:33, 5:01 & 5:08pm	CRJ200 & MD80	landing RWY 28L	Large noisy planes flying directly over our backyard.	NG		
9	Barbara Lovero	Pasadera	9/21/2015	3:34pm	small aircraft	landing RWY 28L	small noisy airplane flying low over house	KG	See entries #3/4.	Spoke to Ms. Lovero at length to assure her that MPAD staff is continuing to work with the FAA to for a resolve with the current new GPS approaches.

10	Barbara Lovero	Pasadera	9/24/2015	3:15pm	Jet Aircraft	landing RWY 28L	very large aircraft flew low and directly over the house	KG	Ms. Lovero is under the impression we issued her misinformation based on a dialogue she recently had with a pilot. The pilot informed her the Airport has the authority to direct aircraft how to fly.	Contrary to statement, we conveyed to her the role of Airports and the FAA have with noise issues and jurisdictional authority.
11	Barbara Lovero	Pasadera	9/26/2015	1:00pm	unknown	landing RWY 28L	Low noisy plane over our house	NG	See previous entries.	
12	Steve Kayser	Pasadera	Recently	daytime	multiple	landing RWY 28L	Planes are now flying directly over my house and low.	NG	Discussed changes to appch procedures and MPAD's continued efforts with FAA to evaluate alternatives.	Mr. Kayser requested an FAA contact and was referred to the Noise Ombudsman.
13	Lauren Virshup	Pasadera	9/29/2015	10:17am	CRJ200	landing RWY 28L	Large aircraft flying from northwest nearly overhead at low altitude, excessively noisy and low.	NG	Discussed changes to appch procedures and MPAD's continued efforts with FAA to evaluate alternatives.	Ms. Virshup indicated that this is not an isolated occurrence and is an ongoing issue. Provided her with MPAD-produced literature.
14	Barbara Lovero	Pasadera	9/29/2015	11:51am	CRJ900	landing RWY 28L	Large low plane flew over our house	NG	See previous entries.	
15	Lauren Virshup	Pasadera	9/30/2015	6:37pm	Citation 750	landing RWY 28L	Excessive noise from low-flying plane directly overhead	NG	Complainant requested complaint be logged as a matter of record.	See entry #13.
AIR OPERATIONS ORIGINATING FROM ANOTHER AIRPORT										
0	**NONE**									
AIR OPERATIONS OF UNKNOWN ORIGIN										
1	Leland Smith	Carmel Valley	9/30/2015	5-7:30pm	multiple (not seen)	unknown	Noticed regular aircraft noise overhead above cloud layer. Inquiring about possible changes to flight patterns.	NG	Discussed possibility of aircraft approaching MRY or more likely other Bay Area airports. Offered reference to SJC.	Complaint was mostly inquisitive in nature. Mr. Smith stated he will see if he continues to notice new noise.
2										
MONTHLY TOTALS and COMPARISONS										

	Sep-15	Sep-14	% Change
Number of Complaints:	16	9	78%
Number of Operations:	6,790	3,815	78%
			% Change
Annual Total	84	50	68%

Other Airport	UNKNOWN ORIGINS
	0
0	0

TO: Michael La Pier, Executive Director
FROM: Police Chief Jeff Hoyne
DATE: October 2, 2015
SUBJECT: Police Activity Report for September 2015

The following is a summary of significant activity in the Police Department during September 2015:

Highlights

- MRY PD responded to **182 alarms in September.**
- Officers worked a total of **10 hours of overtime in September.**
- MRY PD Officers conducted **more than 90 business and area checks** over the course of the month of September.
- MRY PD Officers responded to five outside agency assists in September, which consisted of the following:
 - 9/19 Del Rey Oaks officer conducted a traffic stop on a vehicle at the Home Depot in Seaside and requested a cover officer. Officer Allen responded and arrived to assist until sufficient units were available.
 - 9/21 Officer Hickerson dispatched to Del Rey Oaks for assistance with a possible suicide subject. Military medical personnel made contact and took control of the call. No assistance needed.
 - 9/21 Sergeant Porter and Chief Hoyne responded to the Target store in Sand City to assist with shootout between officers and fraud subjects. Two officers injured and two suspects dead. Airport PD utilized the district's mobile command vehicle at the scene.
 - 9/23 Del Rey Oaks requested cover in reference to a subject fleeing Safeway with a case of beer. Suspect tased by Del Rey Oaks and transported to CHOMP.
 - 9/23 Del Rey Oaks requested assistance with an alarm call at a storage facility near Tarpy's. Assisted with a search of the facility with no signs of forced entry found.

Training

All MRY PD Officers completed:

- POST Learning Portal: First Aid / CPR Training
- Officer Allen completed Defensive Tactics / Ground Fighting instructor school
- Officer Church completed Pistol & Shotgun rangemaster school

Calls for Service

1. 9/1 @ 1450 Dispatch advised of a suspicious person wandering around inside the terminal. Sergeant Porter contacted the subject, code 4.
2. 9/3 @ 2210 Subject was roaming the terminal rambling unintelligible statements as passengers exited the sterile area. Subject was subsequently transported to CHOMP.
3. 9/4 @ 2151 Subject was contacted inside the terminal behind the benches in front of the TSA checkpoint. He was trying to sleep on the ground behind the seats. Subject was escorted outside the terminal and given a trespass warning.
4. 9/5 @ 0301 Subject was contacted sleeping in the east parking lot. He was given a trespass warning and told to leave.
5. 9/5 @ 0740 Officers responded to a TSA alarm at the checkpoint. TSA supervisor advised officers a gun was detected in a piece of carry-on luggage. The bag was opened and a small toy gun cigarette lighter was located inside a sealed gift bag. TSA took possession of the item.
6. 9/8 @ 2100 Dispatch advised of a suspicious person/possible hitchhiker in the area of Olmsted Road and Garden Road. Area check proved negative.
7. 9/11 @ 0900 A traffic stop on a vehicle revealed the driver had a felony warrant. The driver was taken into custody and transported to CJ.
8. 9/13 @ 2100 Subject caused a brief disturbance at the United ticket counter. He had consumed several beers, but was coherent and clearly able to exercise care for his safety. Subject was admonished.
9. 9/14 @ 1330 An Avis agent reported a gun found in a rental car. Gun was locked in evidence locker. Investigation continues.
10. 9/14 @ 1900 Ground control advised a flight reported a possible bird strike on Runway 10R near Taxiway G. An area check from the safety area East and West of Taxiway G proved negative for any debris or evidence of a bird strike.
11. 9/22 @ 2145 Dispatched to a suspicious vehicle driving around 1174 Airport Road. Vehicle was located and stopped while exiting the northside businesses. Del Rey Oaks assisted on the stop. Both passengers identified as Norteno gang members; driver works at one of the businesses on the north side.
12. 9/23 @ 0940 Beech aircraft parked on the commercial ramp for about 5-10 minutes with motor running. Occupants never exited the aircraft during the incident. Officer Hickerson contacted the tower and had them move the aircraft out of the commercial ramp area. TSA notified.
13. 9/24 @ 1230 Departing aircraft caused a jet blast sending ramp equipment into the side of the terminal building.
14. 9/25 @ 1315 Report of damage to gate V-26. Airport tenant possibly hit gate with his truck while departing. Investigation continues.
15. 9/30 @ 0400 Pilot ran into hangar N10 on the north ramp while in his aircraft, causing minor damage. Accident report taken.



MONTEREY FIRE DEPARTMENT

Report to Airport Board of Directors

September 2015

1. Incident Responses

Engine assigned to Fire Station 6 (Airport) responded to a total of 27 incidents during the month as follows (see attached for breakdown of types of incidents):

- MPAD property – 3
- City of Monterey – 22
- Auto / Mutual Aid – 2

2. Training

Personnel completed a total of 41.5 hours of Airport related training during the month.

Currently the following numbers of personnel are qualified in the ARFF training program:

- Awareness (familiar with operations at the Airport): 71
- Operational (qualified to work at Airport, but no live fire training): 31
- Technician (fully qualified to be the designated ARFF fire engineer): 13

3. Other

- During the month of September we continued to have several crews out assisting with the numerous fires burning in Northern California, but all returned home safely by September 21.
- On September 19, at about 4PM, Monterey Fire sent 3 engines and a chief officer to assist with a wildland fire that burned nearly 100 acres and damaged a few homes in the area of Highway 68 and Los Laureles Grade (in Monterey County Regional Fire District's jurisdiction). Those crews all were back by about 2AM the following morning.
- On September 25, Monterey Fire hosted a training exercise that included the US Coast Guard (both from the Monterey Station as well as the helicopter from San Francisco), the Monterey County Sheriffs Aero Squadron, State Parks Life Guards, and CAL Fire. The training included familiarization with several aircraft as well as the utilization of air and marine based resources together in a search and rescue operation in the bay.

Monterey Fire Department

Incident Type Report (Summary)

Alarm Date Between {09/01/2015} And
{09/30/2015} and Station = "6"

Incident Type	Count	Pct of Incidents	Total Est Loss	Pct of Losses
1 Fire				
141 Forest, woods or wildland fire	1	3.70%	\$73,000	100.00%
	<u>1</u>	<u>3.70%</u>	<u>\$73,000</u>	<u>100.00%</u>
2 Overpressure Rupture, Explosion, Overheat(no fire)				
251 Excessive heat, scorch burns with no ignition	1	3.70%	\$0	0.00%
	<u>1</u>	<u>3.70%</u>	<u>\$0</u>	<u>0.00%</u>
3 Rescue & Emergency Medical Service Incident				
3111 Medical Call No Aid Given	1	3.70%	\$0	0.00%
321 EMS call, excluding vehicle accident with injury	14	51.85%	\$0	0.00%
324 Motor Vehicle Accident with no injuries	2	7.41%	\$0	0.00%
	<u>17</u>	<u>62.96%</u>	<u>\$0</u>	<u>0.00%</u>
4 Hazardous Condition (No Fire)				
462 Aircraft standby	1	3.70%	\$0	0.00%
463 Vehicle accident, general cleanup	1	3.70%	\$0	0.00%
	<u>2</u>	<u>7.41%</u>	<u>\$0</u>	<u>0.00%</u>
5 Service Call				
522 Water or steam leak	1	3.70%	\$0	0.00%
	<u>1</u>	<u>3.70%</u>	<u>\$0</u>	<u>0.00%</u>
6 Good Intent Call				
611 Dispatched & cancelled en route	1	3.70%	\$0	0.00%
622 No Incident found on arrival at dispatch address	2	7.41%	\$0	0.00%
651 Smoke scare, odor of smoke	1	3.70%	\$0	0.00%
	<u>4</u>	<u>14.81%</u>	<u>\$0</u>	<u>0.00%</u>
7 False Alarm & False Call				
744 Detector activation, no fire - unintentional	1	3.70%	\$0	0.00%
	<u>1</u>	<u>3.70%</u>	<u>\$0</u>	<u>0.00%</u>

Total Incident Count: 27

Total Est Loss:

\$73,000

AGENDA ITEM: G
DATE: October 14, 2015

TO: Michael La Pier, Executive Director, Monterey Peninsula Airport District
FROM: Jerry Merritt, District Auditor/Controller
SUBJ: Financial Summary for August & Fiscal Year 2016

BACKGROUND. The Financial Summary for August 2015 (the second period of Fiscal Year 2016) is summarized by the following documents:

- **Graphic Comparison – Actual Operating Revenue & Actual Operating Expense**
- **Airport District Operating Statistics & Financial Performance**
- **Sources / Uses of Cash**
- **Capital Expenditures**

SUMMARY. In August, operating revenue was above plan by \$21,458 (3%). TCP operator permits, taxi operator permits & trip fees, terminal concessions, rental car concessions, GA landing fees, non-aviation rents and other operating revenues were above plan.

In August, GA operations were 21.6% higher than in July 2015, and 49.9% higher than August 2014; increased GA landing fees was the result.

Commercial aeronautical fees, parking concession, fuel flowage fees and light general aviation space/hangar rents were below plan.

There were sixty-five (65) cancelled commercial flights in August, causing commercial aeronautical fees to be below plan. Despite fewer commercial flights, rental car, restaurant and gift shop concession revenue exceeded expectations.

The District received \$22,069 (one-time/other operating revenue) from the State of California. These payments were for SB 90 claims filed for fiscal years 1999-2008.

Fiscal year-to-date operating revenue was \$41,131 (or 3%) above plan at August 31, 2015; this is due to above plan GA landing fees and one-time SB 90 reimbursements.

OPERATING REVENUE							
AUGUST 2015 ACTUAL	AUGUST 2015 PLAN	VARIANCE		FYTD 2016 ACTUAL	FYTD 2016 PLAN	VARIANCE	
		\$	%			\$	%
\$ 797,813	\$ 776,355	\$ 21,458	3%	\$ 1,511,959	\$ 1,470,828	\$ 41,131	3%

In August, operating expense was below plan by \$62,726 (-9%); phasing is the primary cause (planned expenses have been purposely postponed). FYTD operating expense was below plan by 9% or \$124,192; this positive variance will erode as the fiscal year progresses.

OPERATING EXPENSE							
AUGUST 2015 ACTUAL	AUGUST 2015 PLAN	VARIANCE		FYTD 2016 ACTUAL	FYTD 2016 PLAN	VARIANCE	
		\$	%			\$	%
\$ 599,618	\$ 662,344	\$ 62,726	-9%	\$ 1,290,511	\$ 1,414,703	\$ 124,192	-9%

Net income for August was 74% or \$84,184 above plan; FYTD net income was \$165,323 (295%) above plan; both due to operating expense being below plan, above plan operating revenue also contributed.

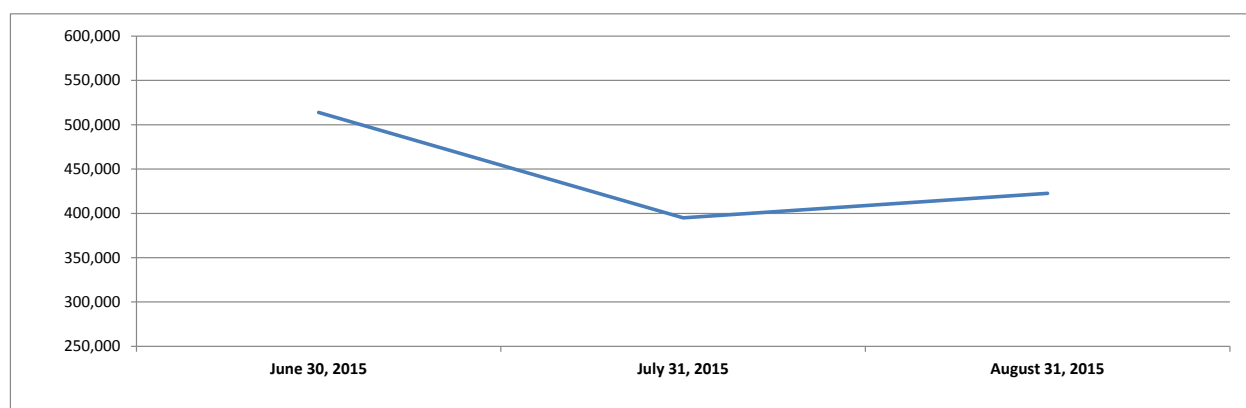
OPERATING INCOME / (LOSS)							
AUGUST 2015 ACTUAL	AUGUST 2015 PLAN	VARIANCE		FYTD 2016 ACTUAL	FYTD 2016 PLAN	VARIANCE	
		\$	%			\$	%
\$ 198,195	\$ 114,011	\$ 84,184	74%	\$ 221,448	\$ 56,125	\$ 165,323	295%

The net change in operating cash position for August was a positive \$174,544; FYTD net change was a positive \$145,750; this is attributable to operating expense being below plan and operating revenue being above plan.

ACCOUNTS RECEIVABLE. The accounts receivable balance on August 31, 2015, was \$422,689. This balance is 7.0% higher than the balance on July 31, 2015 and 17.7% lower than the balance on June 30, 2015.

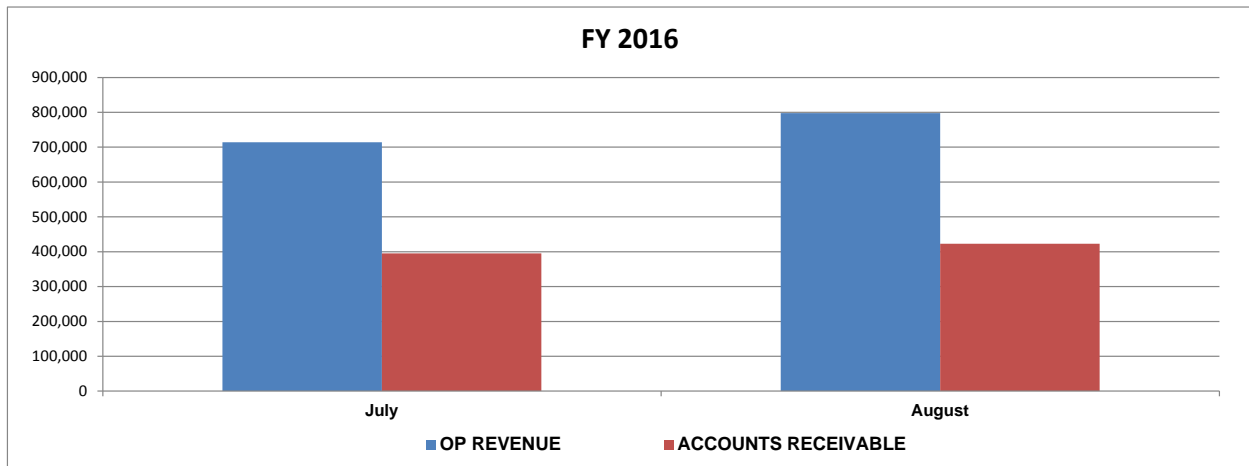
Of the accounts receivable balance, \$7,633 or 1.8% was over 60 days old. Chart 1 depicts the accounts receivable balances by month.

Chart 1



Under normal circumstances, the balance of accounts receivable at month-end will align with the dynamic (variable) operating revenue in that month, such as landing fees, fuel flowage fees, concession-based revenues, passenger facility charges (PFC). Typically, accounts receivable balances will span a range from \$350,000 to \$550,000, depending on the District's business cycle. We have a cyclic high in August; a cyclic low in January. Compared to July, August operating revenue increased 11.7%; compared to June, July operating revenue increased 9.7%. Chart 2 graphically presents the monthly comparison of operating revenues to accounts receivable.

Chart 2



INVESTMENTS. The investments balance on July 31, 2015 was \$2,245,194; the investments balance on August 31, 2015 was \$2,246,888.

Chart 3 graphically presents the monthly balances of investments.

Chart 3

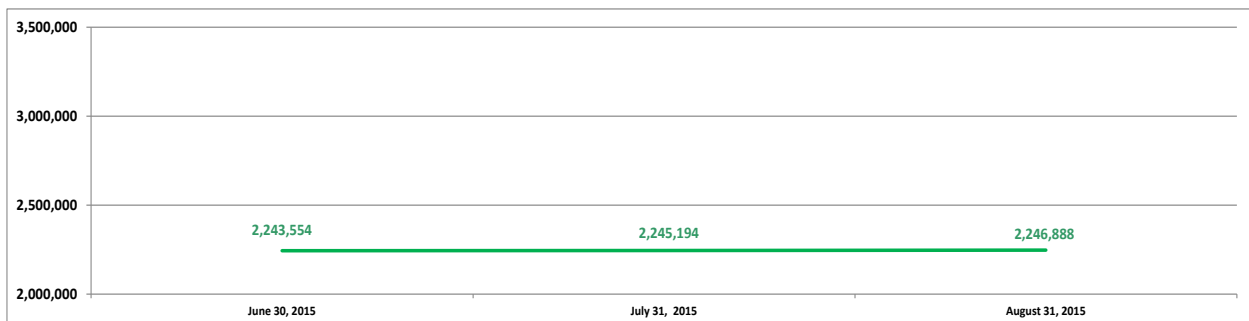
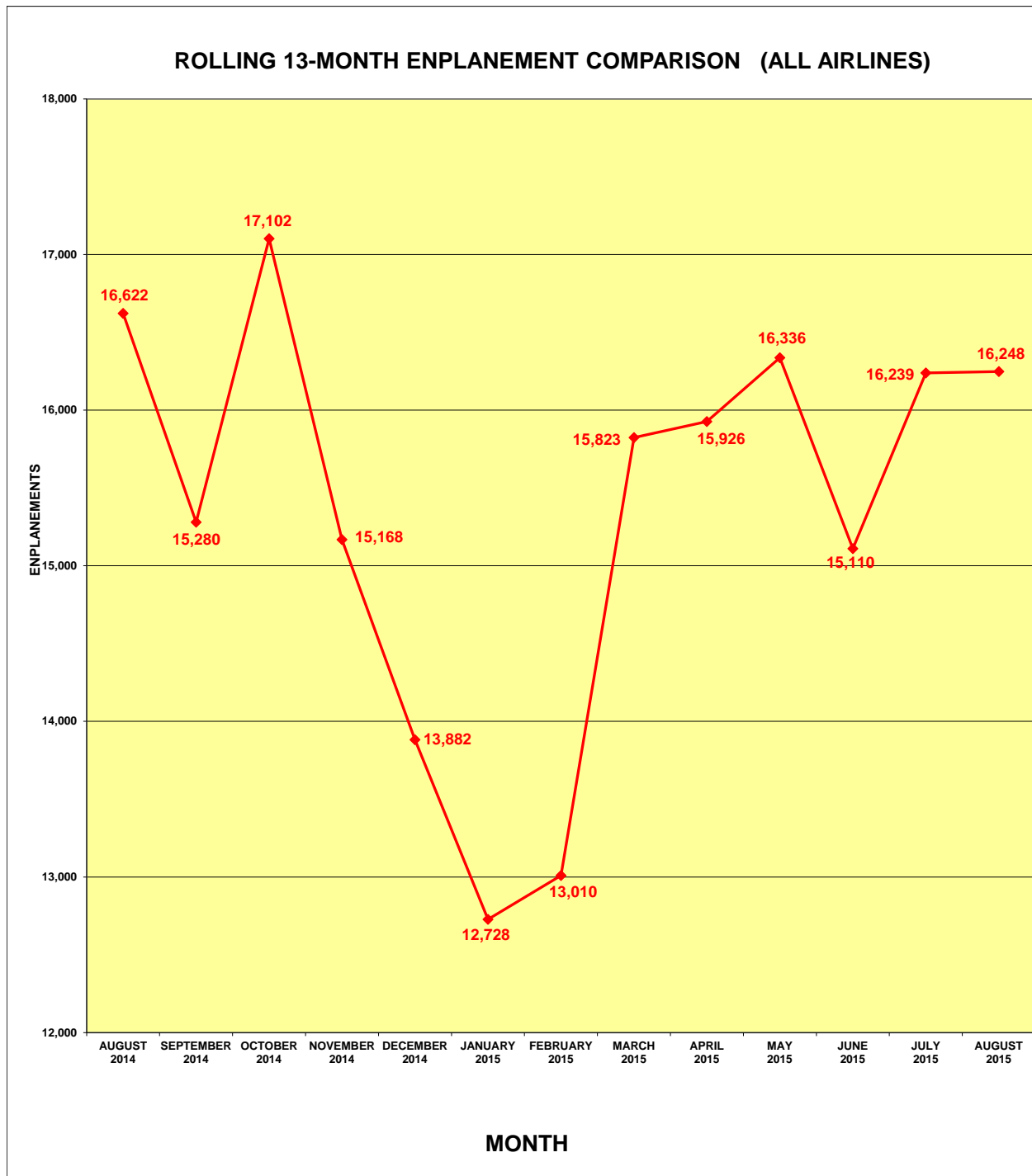
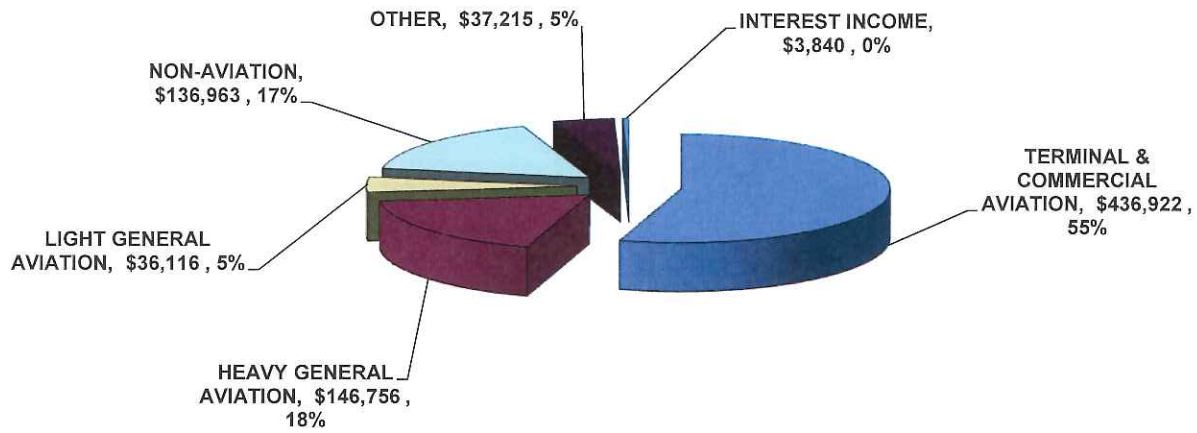


Chart 4 presents a rolling 13-month display of total enplanements which mimics the business cycle of the District. When compared to July 2015, August 2015 enplanements increased 0.1%. When compared to August 2014, August 2015 enplanements decreased 2.3%.

Chart 4

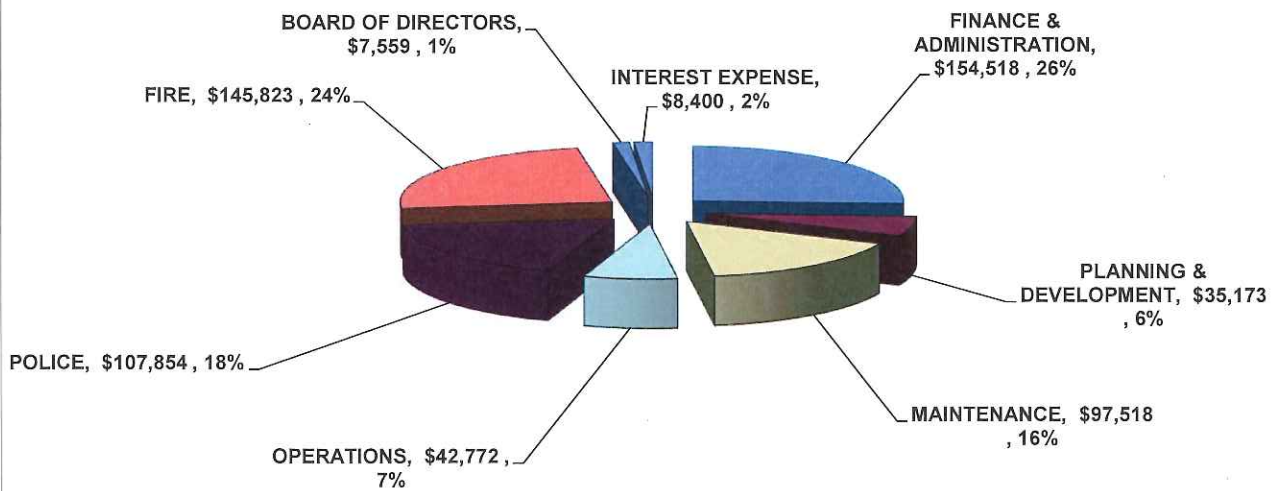


AUGUST 2015 OPERATING REVENUE



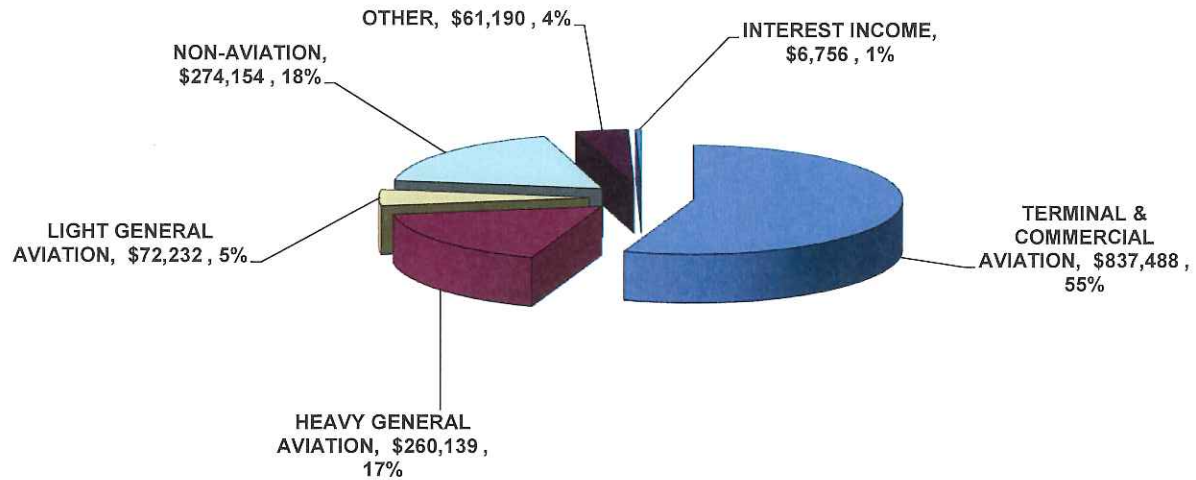
TOTAL OPERATING REVENUE: \$797,813

AUGUST 2015 OPERATING EXPENSE



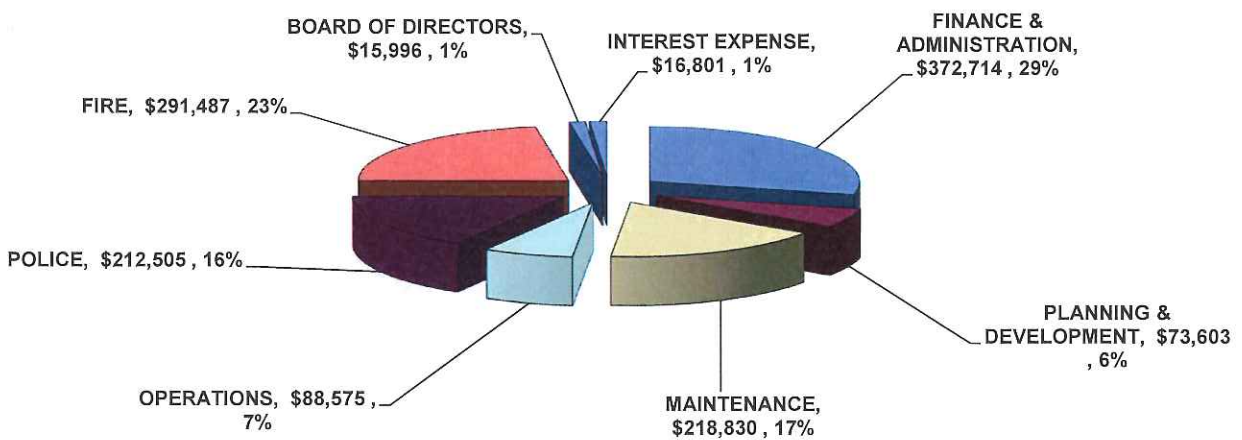
TOTAL OPERATING EXPENSE: \$599,618

FY 2016 (July 15 - August 15) YTD OPERATING REVENUE



TOTAL OPERATING REVENUE: \$1,511,959

FY 2016 (July 15 - August 15) YTD OPERATING EXPENSE



TOTAL OPERATING EXPENSE: \$1,290,511

AIRPORT DISTRICT OPERATING AND FINANCIAL PERFORMANCE SUMMARY

August 31, 2015

OPERATING STATISTICS	AUGUST 15			AUGUST 14			YTD FY 16			YTD FY 15		
AIRPORT ACTIVITY												
Air Carrier Landings ¹	359	397	-10%	433	725	779	-7%	846				
Passengers (emp/dep)	32,443			33,284	65,202			65,515				
Total Cargo (in pounds)	93,193			112,902	180,662			206,338				
AIRCRAFT OPERATIONS												
Commercial	1,486			1,436	2,729			2,534				
General Aviation	5,362			3,578	9,770			6,507				
Military	457			227	800			412				
TOTAL AIRCRAFT OPERATIONS	7,305			5,241	13,299			9,453				
VEHICLE EXIT COUNT												
Upper Short Term (1) Lot	2,155			2,276	4,454			4,377				
Long Term (2) Lot	1,954			2,068	4,018			4,161				
Lower Short Term (3) Lot	6,933			6,952	13,844			14,072				
TOTAL VEHICLE EXIT COUNT	11,042			11,296	22,316			22,610				

¹Cancelled Flights: August = 65 (2 - Alaska / 0 - Allegiant / 26 - American / 37 - United Express); FYTD = 96 (2 - Alaska / 0 - Allegiant / 35 - American / 59 - United Express)

FINANCIAL INFORMATION	AUGUST 15			AUGUST 14			YTD FY 16			YTD FY 15		
	ACTUAL	BUDGET	%	ACTUAL	ACTUAL	BUDGET	%	ACTUAL				
OPERATING REVENUE												
TERMINAL												
CA Landing, Apron & RON Fees	62,693	67,505	-7%	61,397	126,591	133,155	-5%	121,973				
Rents	141,112	140,649	0%	140,804	282,786	281,298	1%	281,945				
TCP Operator Permits	1,393	830	68%	1,250	2,027	1,580	28%	1,900				
Taxi Operator Permits & Trip Fees	14,705	12,868	14%	15,076	27,621	25,502	8%	27,419				
Concessions	12,240	11,511	6%	11,501	23,713	21,720	9%	21,709				
Rental Car	141,705	140,682	1%	141,660	249,384	246,741	1%	247,628				
Parking	63,074	67,912	-7%	67,239	125,366	129,200	-3%	127,921				
HEAVY GENERAL AVIATION												
GA Landing Fees	47,833	42,619	12%	42,536	77,108	64,953	19%	64,869				
FBO Rent	56,252	56,251	0%	54,925	112,504	112,502	0%	109,850				
Fuel Fees	42,672	48,768	-13%	42,238	70,527	71,419	-1%	62,966				
LIGHT GENERAL AVIATION	36,116	36,713	-2%	36,260	72,232	73,426	-2%	71,359				
NON AVIATION	136,963	132,627	3%	136,893	274,154	266,722	3%	275,826				
OTHER OPERATING REVENUE	37,215	14,475	157%	14,451	61,190	36,620	67%	38,999				
INTEREST INCOME	3,840	2,945	30%	3,245	6,756	5,990	13%	6,708				
TOTAL OPERATING REVENUE	\$ 797,813	\$ 776,355	3%	\$ 769,474	\$ 1,511,959	\$ 1,470,828	3%	\$ 1,461,072				
OPERATING EXPENSE												
Finance & Administration	154,518	190,856	-19%	178,613	372,714	420,113	-11%	373,105				
Planning & Development	35,173	42,100	-16%	23,761	73,603	87,790	-16%	47,445				
Maintenance & Custodial Services	97,518	103,268	-6%	124,173	218,830	249,747	-12%	259,223				
Airport Operations	42,772	44,192	-3%	38,851	88,575	88,591	0%	81,890				
Police Department	107,854	115,271	-6%	104,739	212,505	236,883	-10%	212,304				
ARFF /Fire Services	145,823	149,188	-2%	144,958	291,487	295,021	-1%	289,482				
Board of Directors	7,559	9,069	-17%	7,507	15,996	19,757	-19%	15,546				
Interest Expense	8,400	8,400	0%	9,405	16,801	16,801	0%	18,810				
TOTAL OPERATING EXPENSE	\$ 599,618	\$ 662,344	-9%	\$ 632,006	\$ 1,290,511	\$ 1,414,703	-9%	\$ 1,297,805				
OPERATING INCOME / (LOSS)	\$ 198,195	\$ 114,011	74%	\$ 137,468	\$ 221,448	\$ 56,125	295%	\$ 163,268				
DISTRICT CAPITAL EXPENDITURES	\$ -	\$ 50,470	-100.0%	\$ -	\$ 28,398	\$ 140,540	-79.8%	\$ -				
DEBT SERVICE - PRINCIPAL ONLY	\$ 23,833			\$ 22,667	\$ 47,667			\$ 45,333				

MONTEREY PENINSULA AIRPORT DISTRICT

	FY 2016 AUGUST 2015 ACTUAL	FY 2016 YEAR-TO-DATE ACTUAL
SOURCES AND USES OF CASH -- OPERATIONS		
SOURCES OF CASH		
CASH RECEIVED - OPERATING REVENUE	\$ 793,973	\$ 1,505,203
CASH RECEIVED - INTEREST INCOME	3,840	6,756
CASH RECEIVED	<u>\$ 797,813</u>	<u>\$ 1,511,959</u>
USES OF CASH -- OPERATIONS		
CASH DISBURSED - OPERATING EXPENSE ¹	\$ 591,035	\$ 1,273,344
CASH DISBURSED - DEBT SERVICE (BOND INTEREST EXPENSE) ²	8,400	16,801
CASH DISBURSED - DEBT SERVICE (PRINCIPAL REDUCTION) ²	23,833	47,667
CASH DISBURSED	<u>\$ 623,268</u>	<u>\$ 1,337,811</u>
CHANGE IN CASH POSITION FROM OPERATIONS & DEBT SERVICE	<u>\$ 174,544</u>	<u>\$ 174,148</u>
¹ Net of non-cash operating expense (OPEB)		
² Moved to Restricted Account/Disbursement will occur in December 2015 & June 2016		
USES OF CASH -- CAPITAL PROGRAM		
CASH DISBURSED - DISTRICT CAPITAL PROJECTS ³	\$ -	\$ 28,398
CASH DISBURSED	<u>\$ -</u>	<u>\$ 28,398</u>
CHANGE IN CASH POSITION FROM CAPITAL PROGRAM	<u>\$ -</u>	<u>\$ (28,398)</u>
³ District-funded capital plan for FY16		
CHANGE IN CASH POSITION FROM OPERATIONS, CAPITAL & DEBT SERVICE	<u>\$ 174,544</u>	<u>\$ 145,750</u>

Monterey Peninsula Airport District
Airport Capital Improvements / Capital Expenditures
August 31, 2015

Airport Improvement Programs

	Actual FY 2016 Current Period		Prior Fiscal Year Current Period		Actual FY 2016 Year-To-Date		Prior Fiscal Year Year-To-Date	
MPAD Expenditures	0.00	0.0%	0.00	0.0%	0.00	0.0%	0.00	0.0%
AIP -- FAA Funded Expenditures	21,626.22	95.0%	1,651,790.32	94.8%	600,567.61	92.0%	3,059,556.65	94.9%
AIP -- PFC Funded Expenditures	1,138.32	5.0%	89,756.34	5.2%	52,449.75	8.0%	165,380.07	5.1%
Total Capital Improvement Expenditures	22,764.54	100%	1,741,546.66	100%	653,017.36	100%	3,224,936.72	100%

Capital Acquisitions / Expenditures By Department

Finance & Administration	0.00				0.00			
Planning & Development	0.00				0.00			
Maintenance & Custodial Services	0.00				28,398.01	100.0%		
Airport Operations	0.00				0.00			
Police	0.00				0.00			
Fire	0.00				0.00			
Total Capital Acquisition Expenditures	0.00	0%	0.00	0%	28,398.01	100%	0.00	0%

Consolidated

District Expenditures	0.00	0.0%	0.00	0.0%	28,398.01	4.2%	0.00	0.0%
AIP -- FAA Funded Expenditures	21,626.22	95.0%	1,651,790.32	94.8%	600,567.61	88.1%	3,059,556.65	94.9%
AIP -- PFC Funded Expenditures	1,138.32	5.0%	89,756.34	5.2%	52,449.75	7.7%	165,380.07	5.1%
Total Capital Expenditures	22,764.54	100%	1,741,546.66	100%	681,415.37	100%	3,224,936.72	100%

2016-03 Pick-Up Truck - Maintenance 0.00
2016-04 Pick-Up Truck - Maintenance 0.00

0.00
28,398.01

AGENDA ITEM: G
DATE: October 14, 2015

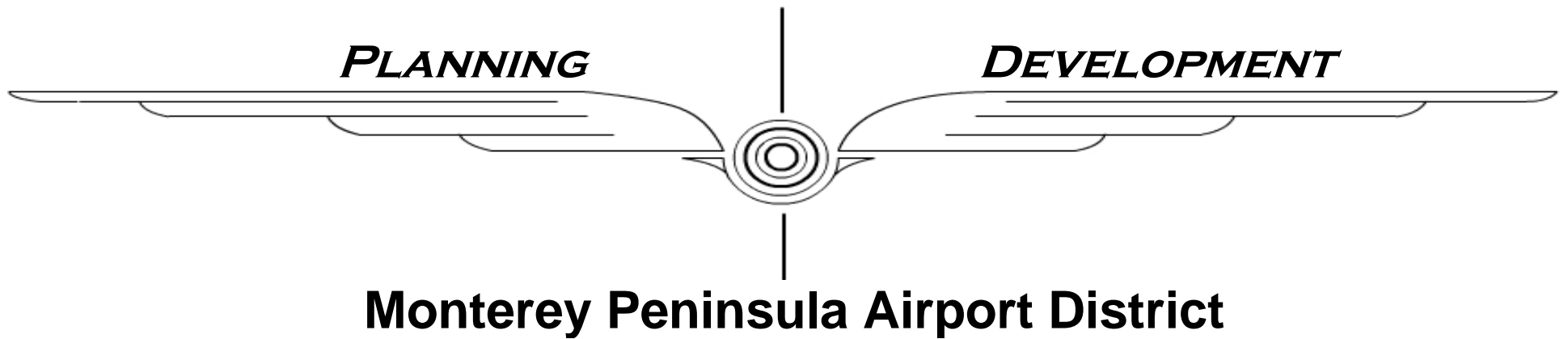
TO: Michael La Pier, Executive Director
FROM: Mark Bautista, Deputy General Manager, Planning & Development
DATE: September 30, 2015
SUBJ: Planning & Development Monthly Project Report

Attached is the current monthly Project Report for the Planning and Development Department. Highlights for September 2015 include:

- First partial reimbursement of RSA litigation costs to the Airport by the FAA (\$999,992).
- Work directed toward implementation of the Runway Safety Area (RSA) Project accomplished during the reporting period, including:
 - Paving of EMAS foundational bed, laying out installation grid for EMAS blocks.
 - Paving of West Vehicle Service Road (VSR).
 - Glideslope removal and replacement.
 - Pulling of wire and testing at various locations.
 - Finishing the MALSR lighting.
 - Maintenance of the project web site on the Internet.
- Work directed toward the Airport Master Plan (AMP), including:
 - Holding a Planning Advisory Committee meeting and a public workshop regarding the revised draft recommended development alternative.
 - Presentation of the draft project description to the BOD at the October meeting, for the purposes of commencing the Initial Study (IS) afterward.
 - Preparing recommendations for funding options for the CEQA environmental review costs to the BOD at the Initial Study presentation meeting.
- FAA approval of MPAD's Grant Application for the environmental documentation for the Infields Rehabilitation Project. A fully executed grant agreement was provided to the FAA during September.
- Conducting a kick-off meeting and site visit for the Infields Rehabilitation Project. Meeting and site visit was held on September 24.
- Receipt of my Accredited Airport Executive designation from AAAE.
- Receipt of the Michael A. Shutt Award at the ACA Conference.

Monthly Capital Project Report

October 2015



FUNDING				BUDGETING				EXPENDITURES			STATUS			
	PROJECT #	AIP #	PFC	Prior FY Budget	FY 2016 Budget	Post FY Budget	Total Project Budget	Spent in Prior Fiscal Years	FY 2016 Expenditures to Date	Cumulative 9/30/2015	% Physical Complete	Project Name	Current Status	4 Week Look Ahead
ACTIVE FEDERALLY FUNDED PROJECTS:														
1	2012-01 and 2014-01	58, 61	10-15-C-00-MRY 11-17-C-00-MRY 13-18-C-00-MRY 14-19-C-00-MRY	\$31,973,875	\$19,104,934	\$0	\$51,078,808	\$31,973,875	\$7,287,858	\$39,261,732	90%	RSA Runway 10R/28L - Construction; Phase 1 and 2	Schedule I, II , III, IV are complete. Schedule V began on 8/18/15 with installation of a temporary Rwy 10R threshold. The Glide Slope and MALSR will remain out of service until the publication of the new procedures on 12/10/15. The current construction improvements include: completion of the remaining Twy A connection and Twy E modifications , and completing the new VSR. All of these components are within the RSA.	Electrical work continues during the look ahead period, as does preparation for the EMAS installation which is scheduled to begin on 10/19/15.
2	2013-02	59	13-18-C-00-MRY	\$842,341	\$252,639	\$0	\$1,094,980	\$842,341	\$137,496	\$979,837	95%	Airport Master Plan	Final PAC and public workshop meetings were held on September 29, 2015. Update on work progress was presented at the July 8, 2015 BOD meeting.	Work continues on defining the project description that will facilitate the start of the environmental components. An Initial Study will commence subsequent to the 10/14/15 BOD meeting.
3	2015-03	62	Unk.	\$0	\$825,000	\$269,980	\$1,094,980	\$0	\$16,588	\$16,588	5%	Airport Infield Safety Area Rehabilitation- Part A	Grant application has been reviewed and approved by FAA headquarters. A fully executed grant agreement has been provided to the FAA's SF-ADO.	NTP has been issued to Coffman, kick-off meeting has been held; data gathering has begun and will continue through reporting period.
ACTIVE DISTRICT FUNDED PROJECTS:														
5	N/A	N/A	N/A	\$96,175	\$2,825	\$0	\$99,000	\$96,175	\$0	\$96,175	n/a	FWSS Mitigation Land Restoration	Preparation and planting is complete at the off-airport site.	Monitoring will continue through FY 2017.

TO: Mike La Pier, Executive Director
FROM: Ken Griggs – Airport Operations Manager
Mark Bautista – DGM, Planning & Development
SUBJ: Update on Local FAA Noise Issues

BACKGROUND. Noise is a complex issue because of the roles of the Airport, the federal government, state government and local municipalities. The responsibility and authority for noise does not rest with one individual, one governmental entity or agency, or one community.

The Next Generation Air Transportation System (NextGen) is a new national airspace system to be implemented by the Federal Aviation Administration (FAA) in stages across the United States between 2012 and 2025. NextGen aims to transform America's air traffic control system from a ground-based system to a satellite-based system. GPS technology will be used to shorten routes, save time and fuel, reduce traffic delays, increase capacity, and permit controller to monitor and manage aircraft with greater safety margins. The FAA is also responsible for assessing and mitigating noise impacts on the ground associated with these changes.

For Monterey, one of the primary NextGen changes has been to the two existing RNAV (instrument) approaches to Runway 28L at MRY. Specifically, in April 2015, the FAA initiated changes to these RNAV in order to meet new standards. In some cases, "minimums" were improved, thereby lowering the threshold during which access to Runway 28L can be allowed when poor weather conditions exist. The revised procedures also, in some areas, changed ground tracks in order to avoid precipitous terrain.

In addition to the changes to the existing RNAV approaches to Runway 28L, the traditional ground-based navigational procedure (LOC/DME approach) for Rwy 28L was removed by the FAA, due to new standards. This approach was primarily used by commercial and private operators.

During this same period, the Rwy 28L/R Standard Instrument Departure (SID) was also changed by the FAA. The previous SID required departing pilots to maintain a runway heading departure to an altitude of 1,100', at which time the pilot turns to a specific northerly heading, unless otherwise instructed by the FAA's Air Traffic Control Tower. The new SID does not require pilots to establish the 1,100' altitude before turning to a specific northerly heading.

STAFF ANALYSIS. The new procedures have created noise impacts that appear to be more adverse than those of the former procedures, as indicated by the number of noise complaints staff has received since May of this year from residents regarding overflights and/or observations of flight path changes. Specifically, these areas are the Casanova-Oak Knolls neighborhood, and Monterey County unincorporated areas such as San Benancio and Pasadera.

There could be multiple factors that may have created an increase in noise on the ground under the new procedures, including that the flight altitudes of the RNAV approaches are lower than the prior approaches, weather, and other factors. Concerns voiced via meetings and electronic media include: 1) aircraft overflying areas which were not overflown before, or overflown much less frequently, 2) the elevation of overflying aircraft being much closer to residences than was previously experienced; and 3) increases in aircraft noise. Staff has been in contact with the FAA regarding these changes and has recently attended several meetings with concerned neighbors, elected officials and others regarding their increasing concerns about noise impacts. A presentation will be made at the Board meeting describing the status of each of these issues, efforts of the Airport to work with the FAA and affected communities and recommendations regarding next steps that can be taken to try and continue to address the problem.

SOURCE OF FUNDS. n/a

IMPACT ON REVENUES. n/a

IMPACT ON OPERATIONS. n/a

CONTINGENCY. n/a

STRATEGIC PLAN. n/a

RECOMMENDATION. The Airport District should send a letter to Congressman Sam Farr, under the Chair's authority, requesting:

- That Congressman Farr meet with the FAA Administrator in Washington, D.C., and carry our message regarding the unacceptable and significant noise impacts experienced by the communities surrounding the Airport as a result of the revised RNAV and SID procedures.
- That Congressman Farr request FAA to consider possible remedies identified as follows:
 - That the Standard Instrument Departure for Rwy 28L be modified to mirror the previous procedures, or be restored, expeditiously.
 - That the Rwy 28L Localizer/Distance Measuring Equipment approach be restored expeditiously.
 - That the FAA revisit the RNAV/GPS approach procedures for Rwy 28L, work with Airport Staff to understand local impacts and modify the approaches as appropriate (to closely mirror as much as possible, the prior approaches.)
- That Congressman Farr also request the FAA:
 - To engage in a community engagement process with communities and other stakeholders that are experiencing an increase in noise impacts as a result of changes in the frequency and location of aircraft overflights.
 - To establish post-implementation monitoring periods (three to six months) for any changes to approach and departure procedures at the Airport.
 - To seek to implement flight path changes that take into account not just safety and efficiency, but noise as well.

- To take into consideration, to the greatest extent practicable, whether when re-designing the airport approach and departure flight paths for the Airport it can reduce (rather than increase) the exposure of noise on affected residents consistent with the goals of NextGen.
- To communicate back to us as soon as possible on their intended actions relative to mitigating the impacts, including their timeframe for implementation.

AGENDA ITEM: H-3
DATE: October 14, 2015

TO: Mike La Pier, Executive Director
FROM: Mark Bautista, Deputy General Manager, Planning & Development
DATE: September 30, 2015
SUBJ: Status Update on Airport Master Plan including changes to the Recommended Development Alternative and initiation of the environmental review process pursuant to the California Environmental Quality Act.

BACKGROUND. As a result of the July 7, 2015, Planning Advisory Committee (PAC) meeting and Public Workshop for the Airport Master Plan study, Coffman Associates and staff received a number of comments and suggestions relating to the Draft Recommended Development Alternative. Based on a review and analysis of these comments and suggestions and based on additional discussions with various stakeholders, including Caltrans, Coffman Associates has made changes to the Recommended Development Alternative that was originally presented in Chapter 6 of the Draft Airport Master Plan Report. Attached to this Staff Report are Exhibit 6A – Recommended Development Alternative (Revised) and Exhibit 6D – Terminal Area Detail (Revised). These Exhibits graphically depict the changes and additions to the Recommended Development Alternative. An outline of the changes and additions is provided below as well as a summary of next steps, including the initiation of environmental review pursuant to the requirements of the California Environmental Quality Act (CEQA). No decision will be made on the Airport Master Plan at the October Board meeting.

STAFF ANALYSIS. Mr. Jim Harris from Coffman will provide a brief presentation to update the Board Members on the following changes to the Recommended Draft Master Plan Development Alternative.

- On the north side of the Airport, the future “Non-Aviation Development” will now focus on low traffic generation uses, including the development such as solar, environmental mitigation banks or other low traffic uses that will enhance the Airport’s non-aeronautical revenue and/or reduce airport operating costs.
- Instead of including three (3) potential north side access road options (besides Airport Road), the recommended additional north side access road will be the connection at Del Ray Gardens Drive. Due to the proposed low traffic uses on the north side of the Airport, it is anticipated that this access road will not be needed for approximately 10 to 20 years.
- In the northwest corner of the Airport (old industrial park), new replacement hangars are still recommended along the aircraft parking apron. However, the existing non-aviation area behind the hangars has been designated for “Non-Aviation Redevelopment”. The redevelopment of this area is anticipated to occur in the short to intermediate timeframe (1-10 years). Uses will continue to be similar in nature to what already exists (office, light industrial, and storage).
- As a result of comments by Caltrans and subsequent discussions with the Caltrans staff, a future roundabout has been shown at the Highway 68/Olmsted Road intersection. A smaller roundabout has also been shown at the Garden Road/Olmsted Road/Terminal Loop Road intersection.
- A “frontage road” has also been shown that would parallel Highway 68 between Olmsted Road and the eastern edge of the Airport property (approximately 1,500 feet). This frontage road would provide access to Airport property for the development of non-aviation uses and would allow for the potential closure of two access drives serving private properties on Highway 68. As shown on ***Exhibit 6D – Terminal Area Detail (Revised)***, construction of the frontage road would require the acquisition of a roadway easement across private property, or the acquisition of the property itself.
- As a result of designating non-aviation uses on Airport property along Highway 68, the surface automobile parking areas for the Terminal that had been shown along Highway 68 have been moved to the location of the existing Terminal Building (which would ultimately be removed).

- The future Aircraft Rescue and Firefighting (ARFF) facility has been moved further west and is now shown in two (2) potential locations.

Due to the changes to the Recommended Development Alternative, the PAC met again on September 29, 2015, to discuss the changes and provide any additional comments. A public information meeting was also held on September 29 to provide an opportunity for the public to comment and ask questions about the revised Recommended Development Alternative.

During the September 29th PAC Meeting, no new issues were identified. Overall the PAC members provided a positive response to the revised Recommended Development Alternative. There was a discussion regarding the roundabout on Olmstead and Highway 68 intersection and how that would impact traffic. PAC members also discussed the north side access from Del Rey Gardens Road, the redevelopment of the non-aviation industrial area, and the potential Air Traffic Control Tower locations. PAC members were given until COB October 1, 2015 to provide written comments.

During the September 29th Public Workshop meeting, no new issues were identified. Overall the public provided a positive response to the revised Recommended Development Alternative. A member of the public thanked staff for listening to their comments and providing the revised alternative. Additionally, there was a good discussion on an unrelated topic regarding current flight procedures and the flight noise that is occurring in nearby neighborhoods.

In addition to the PAC and public information meeting, the Airport had the opportunity to present to the City of Monterey City Council the Airport Master Plan Study, the revised Recommended Development Alternative and next steps. The Airport anticipates continuing its public outreach efforts in the next several months.

The California Environmental Quality Act (CEQA) process requires that the Board determine whether a project may have a significant environmental impact, and thus whether an environmental impact report (EIR) is required, *before* it approves that project. Therefore, the Board may not predetermine project approval or pre-commit to carrying out the preliminary Airport Master Plan, because a fundamental purpose of CEQA review is to provide decision makers with information they can use in deciding whether to approve a proposed project, not to inform them of the environmental effect of projects that they have already approved.

Consistent with these requirements, and prior to Board consideration and/or approval of the preliminary Airport Master Plan, the CEQA process for the Airport Master Plan must be initiated through the Initial Study which will provide a careful examination, fully open to the public, of the environmental consequences of the draft Recommended Development Alternative (the “project description” for purposes of CEQA). Initially, the task is not to determine whether the project will have a significant effect on the environment, but only whether it might have such an effect. Accordingly, the Initial Study is the preliminary analysis that will be prepared in order to determine whether to prepare a negative declaration or an environmental impact report (EIR) and, if necessary, to identify the impacts to be analyzed in the EIR.

Staff anticipates returning to the Board later this year with information regarding the Initial Study analysis and its determination as to whether preparation of an EIR will be required.

BUDGET EFFECT. n/a

SOURCE OF FUNDS. The Master Plan Update is funded through FAA AIP funds and Passenger Facility Charges. The CEQA Initial Study that will be prepared will be funded through the District’s General Fund.

IMPACT ON REVENUES. n/a

SCHEDULE. The Board will be provided with an update on the Airport Master Plan Initial Study analysis later this year.

IMPACT ON OPERATIONS. None.

STRATEGIC PLAN. The Master Plan Update will implement Strategic Plan Element No. 2 “Airport Capital Development,” Strategic Goal 2.2 - *Airport Master Plan* and Strategic Goal 2.5, *Monitor and manage approved projects within the CIP & ACIP*.

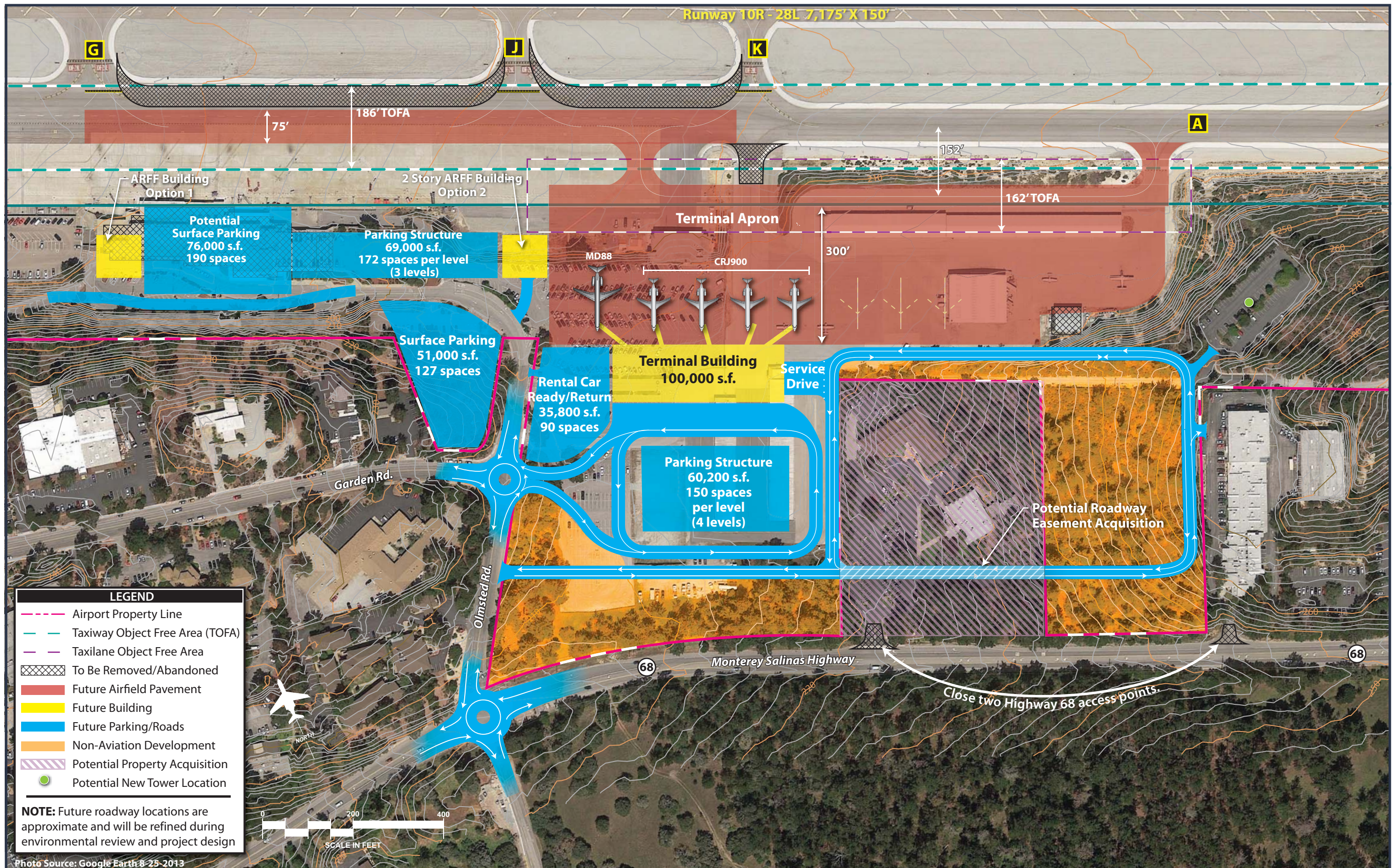
The Master Plan Update implements Strategic Goal 2.2 by providing the community and public officials with proper guidance for future development that will satisfy aviation demands and is wholly compatible with the environment. Additionally, this effort has the specific objective of re-examining the recommended direction from the previous Master Plan while incorporating subsequent changes when conditions and circumstances may have invalidated previous recommendations.

The Master Plan Update also implements Strategic Goal 2.5 since staff is continuing to monitor and manage the progression of the Master Plan Update and its funding.

RECOMMENDATION. Receive as an information item. Purpose is to provide information to the Board on the revised Recommended Development Alternative for the Airport Master Plan, make the Board aware of next steps and receive Board support to initiate the CEQA process and report back once the Initial Study has been prepared.

Attachments





TO: Mike La Pier, Executive Director
FROM: Mark Bautista, Deputy General Manager, Planning & Development
DATE: September 30, 2015
SUBJ: Presentation for the Assessment/Analysis of Five Wells on Airport Property

BACKGROUND. In early 2014, through cooperation with the U.S. Army Corps of Engineers and its contractors, the District retrofitted a formerly-used U.S. Corps of Engineers' treatment system located on the north side of Monterey Regional Airport within the non-aviation industrial area. The system currently includes pumps and motors for three (3) extraction wells, tank storage, meters, gauges, sensors, alarms, and two (2) injection wells. In an effort to improve the local water supply by encouraging independent public works projects with matching financial assistance, Monterey Peninsula Water Management District (MPWMD) solicited applications from local jurisdictions and other interested parties.

The Airport District submitted a grant application to MPWMD to conduct a well assessment and analysis on the remediated well system. The MPWMD Board of Directors approved a grant in the amount of \$30,000.00. The well assessment/analysis was intended to determine the feasibility of re-using the wells as a *non-potable* water supply. This could result in a new non-potable water supply that will increase and diversify water resources by providing a drought resistant, sustainable replacement, over and above the existing water allocation for the Airport.

A Request for Proposals (RFP) for the assessment/analysis was advertised by Staff. Four (4) proposals were received by the District in response to the RFP. As a result of interviews held on January 12, 2015, Allterra Environmental, Incorporated (Allterra) was identified as the lowest responsive bidder. Accordingly, Staff negotiated a proposed professional services agreement with Allterra to conduct the assessment/ analysis.

On February 11, 2015, MPAD Board of Directors adopted Resolution No. 1636 approving a grant agreement between MPAD and MPWMD for a total of \$30,000.00 to fund the well assessment/analysis. Additionally, the MPAD Board of Directors approved a Professional Service Agreement with Allterra Environmental, Inc. for a total of \$14,500.00 to conduct the assessment/analysis.

STAFF ANALYSIS. On August 6, 2015, Allterra completed the Well Assessment/Analysis Report which included several conclusions on the well system and potential well water users. The Report also made several recommendations, including conducting additional evaluations on the aquifer as well as accomplishing outreach to nearby communities, potential users and other agencies/investors in an effort to provide an alternative non-potable water resource to offset Cal Am water resources for the local communities.

Overall, the Report determined that the well system is in proper working order, the three extraction wells could be continuously pumped for 14.5 years to 25.7 years, depending upon annual rainfall and aquifer recharge. The Report indicated the well system could accommodate a sustainable pumping rate of 66.2 gallons per minute for all 3 wells combined, equaling over 34 million gallons per year (not including the 2 injection wells being retrofitted to become extraction wells). According to the Report, there is a current and future demand for non-potable well water to offset Cal-Am Water resources. Several potential offsite and onsite users were identified.

With the knowledge that the wells appear to be a viable resource, Staff plans to use the remaining MPWMD grant funds to conduct an Options Analysis that will allow Staff to have a better understanding of what the

potential costs and benefits are for selling non-potable well water to the potential users identified in the report. Specifically, the options analysis will determine: 1) the value of non-potable well water (i.e., per gallon units), 2) the potential distribution construction costs, 3) a comparison of other similar agencies that use both well water and Cal Am water, and 3) to gather more specific information about the water needs of the identified potential users. Staff will also meet with MPWMD Staff to discuss the options analysis findings and the availability of grant funds for the additional evaluations recommended in the Report. Depending on funding availability, the District will conduct the recommended additional evaluations at a date yet to be determined and present to the MPAD BOD recommendations on the use of the non-potable well water resources.

BUDGET EFFECT. None. The project is fully funded by the MPWMD.

SOURCE OF FUNDS. MPWMD.

IMPACT ON REVENUES. The Options Analysis, itself, will not have an impact on District revenues. However, in the event one or more of the potential users identified in the assessment/analysis become actual users for the non-potable well water, the District will have the opportunity to create an additional non-aviation revenue source.

SCHEDULE. The initial wells assessment and analysis has been completed. An Options Analysis is the next component of this wells assessment, and will take approximately 30 days to complete upon Allterra receiving a Notice to Proceed (NTP) from the District.

IMPACT ON OPERATIONS. None.

STRATEGIC PLAN. The Well Assessment/Analysis implements three (3) elements/goals of the 2014 MPAD Strategic Plan, including:

- 1) Element No. 4 “Property Management,” Strategic Goal 4.5 “Water Management”;
- 2) Element No. 5 “Financial Management,” Strategic Goal 5.3 “Invest in Revenue-Producing Capital Assets”; and
- 3) Element No. 8 “Airport Relations,” Strategic Goal 8.1 “Maintain and Cultivate Good Working Relationships with all Regulatory Agencies”.

RECOMMENDATION.

Received as an information item. Purpose is to present information to the Board on the Well Assessment/Analysis conducted by Allterra Environmental and to make the Board aware of the next steps to be taken by Staff.

AGENDA ITEM: H-5
DATE: October 14, 2015

TO: Board of Directors
FROM: Michael La Pier, Executive Director
Ken Griggs, Airport Operations Manager
Scott E. Huber, District Counsel
SUBJ: Consideration of an Ordinance Regulating the Operation of Commercial Passenger Vehicles Other Than Taxicabs at the Monterey Regional Airport

BACKGROUND. Ordinance 911 was adopted on June 30, 2011 as an urgency ordinance to impose regulations on each commercial vehicle, other than taxicabs, picking up passengers at the airport. MPAD's existing ground transportation regulations neither anticipated nor were structured to accommodate the Transportation Network Company ("TNC") operational model. With the advent of TNCs, and the recent approval of the agreement with Uber to provide service to the Monterey Regional Airport, Staff reviewed the current ordinances and determined that a change is necessary to apply a uniform set of rules to all commercial vehicle operators.

Ordinance 916 is not a significant departure from the current regulations regarding the operation of commercial vehicles. The modifications are quite minor and related to the regulation and operation of TNCs, which have arisen in recent years.

Specifically, Ordinance 916 adds the definition of a TNC, and makes certain modifications to apply the regulations in a uniform manner to all commercial vehicle operators, such as applying parking restrictions in front of the terminal to all commercial vehicles, and restricting pick ups and drop offs by commercial vehicle operators to only allow them by those who have registered with the District. If approved, Ordinance 916 will repeal and replace Ordinance 911, which is the current version of commercial vehicle regulations.

BUDGET EFFECT. None

IMPACT ON REVENUES. Unknown at present.

IMPACT ON OPERATIONS. None.

RECOMMENDATION. To Pass to Print for the adoption of Ordinance 916 that repeals and replaces Ordinance 911.

ORDINANCE NO. 916

ORDINANCE TO REPEAL AND REPLACE ORDINANCE 911 REGULATING THE OPERATION OF COMMERCIAL PASSENGER VEHICLES OTHER THAN TAXICABS AT THE MONTEREY REGIONAL AIRPORT

**THE BOARD OF DIRECTORS OF MONTEREY PENINSULA AIRPORT
DISTRICT DO ORDAIN AS FOLLOWS:**

SECTION 1. Definitions. Unless specifically defined otherwise herein, or unless a different meaning is apparent from the context, the following words or phrases have the meanings set forth below. Words or phrases that are not defined in this ordinance, but that are defined in the California Penal Code, have the meanings set forth therein.

“Airport” means the Monterey Peninsula Airport and all lands owned or operated by the Monterey Peninsula Airport District for Airport purposes or activities. “Airport” includes all improvements, facilities and appurtenances.

“Commercial Passenger Vehicle” means any motor vehicle carrying or conveying passengers for hire or commercial purposes, including but not limited to passenger stages, passenger charter party carriers, limousines, shuttles, hotel, motel and similar courtesy vehicles, Transportation Network Company (“TNC”) vehicles, but does not mean taxicabs operating in conformity with the requirements of any unexpired and unexpired agreement, contract, license, permit or other written authorization issued by the District for such activity.

“District” means the Monterey Peninsula Airport District.

“Fiscal Year” means a year commencing on July 1 and ending on the following June 30.

“Executive Director” means the Executive Director of the Airport and District.

“Person” shall include the singular and the plural and shall also mean and include any individual, firm, company, corporation, association, joint stock association, club, partnership, joint venture, society or any other form of association or organization, public or private or body politic and includes any trustee, receiver, committee, assignee or other representative or employee thereof.

“Solicitation” means initiating or engaging in a conversation regarding ground transportation services with any person on the Airport for the purpose of seeking passengers or customers for a commercial passenger vehicle operator; employing, inducing, arranging for or allowing any person to initiate or engage in a conversation regarding ground transportation services with any other person on the Airport for the

purpose of seeking passengers or customers for a commercial passenger vehicle operator; engaging in any conduct or activity intended to or apparently intended to ask, implore or persuade a passenger or potential passenger to alter his or her previously chosen mode of ground transportation or commercial passenger vehicle operator, delivering literature on the Airport discussing or describing ground transportation services to be provided by a commercial passenger vehicle operator to any person on the Airport; or offering ground transportation services provided by a commercial passenger vehicle operator to any person while on the Airport. "Solicitation" does not include actions by employees of any airline in arranging for transportation for any passenger of such airline.

"Terminal Building" means all buildings and structures located within the Airport and open to the public for the purpose of flight ticket purchase, public lobby, waiting, baggage check-in and those other services related to public air travel.

SECTION 2. Repeal and Cancellation of Prior Ordinances. Ordinance No. 911 entitled "An Urgency Ordinance To Repeal and Replace Ordinance 910 [Ordinance Regulating the Operation of Commercial Passenger Vehicles Other than Taxicabs at the Monterey Peninsula Airport]" is hereby repealed. Section 7.2 of Ordinance No. 796 "An Ordinance Defining and Prohibiting Miscellaneous Criminal Conduct at the Monterey Peninsula Airport" (which section generally prohibited solicitation by commercial passenger vehicle operators, but excepted picking up pre-reserved customers) is hereby repealed. All other ordinances and parts of ordinances in conflict with this ordinance, to the extent of such conflict and no further, are each hereby repealed.

SECTION 3. Operation of Commercial Passenger Vehicles. Operation of commercial passenger vehicles at the Airport is regulated as follows:

3.1. Written Permission Required. It is unlawful for any person to use any commercial passenger vehicle to pick up and/or drop off any passenger for hire or for any other commercial purpose at the Airport except with the advance written permission and approval of the District, and in conformity with the requirements of any unexpired and unexpired agreement, contract, license, permit or other written authorization issued by the District for such activity.

3.2. Solicitation Prohibited. It is unlawful for any commercial passenger vehicle operator to engage in solicitation at the Airport, except as otherwise provided by a valid and unexpired or unexpired agreement, contract, license, permit or other written authorization issued by the District.

3.3. Parking in Front of Terminal Building Prohibited. Except for loading and unloading passengers, it is unlawful for any commercial passenger vehicle operator to park any commercial passenger vehicle on any roadway adjacent to the terminal building, except as otherwise provided by a valid and unexpired or unexpired agreement, contract, license, permit or other written authorization issued by the District.

SECTION 4. Fees. The Board will annually establish fees and charges for the operation of commercial passenger vehicles and the effective date of such fees and charges by Resolution, or by agreement with individual commercial passenger vehicle operators. However, the frequency of adoption of a resolution establishing fees and charges is within the sole discretion of the Board.

Any commercial passenger vehicle operator holding a valid and unexpired or unexpired agreement, contract, license, permit or other written authorization issued by the District may apply for temporary authorization to add one or more commercial passenger vehicles to serve anticipated increases in passenger volume during a golf tournament, music festival, convention or other special event. The application shall (a) identify the special event along with its starting and ending dates, (b) identify the vehicle or vehicles to be temporarily authorized to operate at the Airport, (c) include evidence of ownership of or a copy of the rental or other agreement by which the operator is acquiring the use of such vehicle or vehicles, and (d) include proof of insurance meeting the requirements set forth in Section 5 below.

SECTION 5. Insurance. Except as may otherwise may be provided in the agreement, contract, license, permit or other written authorization for a commercial passenger vehicle to operate at the Airport, there shall be maintained in full force and effect, at no cost to the District, for each commercial passenger vehicle operating at the Airport comprehensive form automobile liability insurance and workers compensation insurance where applicable. The minimum terms and limits for such policies shall be as determined by the Executive Director, or such other increased limits as may be required by the California Public Utilities Commission for those operators over which that commission has regulatory control. Each such policy of insurance shall be issued by an insurance organization authorized by the California Insurance Commissioner to transact the business of insurance within the State of California or by an insurer expressly approved in writing by the Executive Director. Each applicant for an agreement, contract, license, permit or other written authorization to operate a commercial passenger vehicle at the Airport shall furnish appropriate certificates of insurance meeting the satisfaction of the Executive Director upon application and each holder of an agreement, contract, license, permit or other written authorization to operate a commercial passenger vehicle at the Airport shall furnish a substitute certificate of insurance meeting the satisfaction of the Executive Director no later than 30 days prior to any policy expiration date.

SECTION 6. Penalties. Each person who violates any provision of this ordinance is guilty of an infraction and upon conviction thereof shall be punishable by:

(a) a fine not to exceed Two Hundred Fifty Dollars (\$250) for a first violation within any one-year period;

(b) a fine not exceeding Five Hundred Dollars (\$500) for a second violation within any one-year period; or

(c) a fine not exceeding One Thousand Dollars (\$1,000) for each additional violation within any one-year period.

SECTION 7. Severability. This ordinance shall supplement and be in addition to the other regulatory codes, statutes and ordinances heretofore or hereafter enacted by the District, the State of California or any other legal entity or agency having jurisdiction. This ordinance shall not be interpreted or construed to permit any activity where or when it is otherwise restricted by other applicable laws. Nothing in this ordinance is intended to make punishable any act or acts which are prohibited by any law of the state or federal government. Nothing in this ordinance shall authorize the maintenance of any public or private nuisance. If any provision, clause, sentence or paragraph of this ordinance or the application thereof to any person or circumstance shall be held invalid, such invalidity shall not affect the other provisions of this ordinance which can be given effect without the invalid provision or application and to this end, the provisions of this ordinance are declared to be severable.

SECTION 8. Effective Date. This ordinance shall take effect 30 days from and after the date of its adoption.

PASSED TO PRINT BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 14th day of October, 2015, by the following role call vote:

AYES:	DIRECTORS:
NOES:	DIRECTORS:
ABSTAIN:	DIRECTORS:
ABSENT:	DIRECTORS:

Signed this 14th day of October, 2015

Tonja Posey, District Secretary

Publication Date:_____