REGULAR MEETING OF THE MONTEREY PENINSULA AIRPORT DISTRICT BOARD OF DIRECTORS

July 23, 2026 – 4:30 PM Pacific Time

Monterey Regional Airport
200 Fred Kane Drive, Suite 200
Monterey, CA 93940

The Monterey Peninsula Airport District holds regular meetings at the Airport Board Room, with in-person attendance. Members of the public may attend the Board Meeting in person and request to speak to the Board when the Chair calls for public comment. In general, in person or emailed comments are preferred. Remote comments are allowed for Board meetings which take place in the Board Room, as outlined below.

The Monterey Peninsula Airport District will continue to broadcast the Board Meetings via Zoom video conference for viewing by the public. To view the Board meeting via Zoom video conference, please visit www.zoom.us/join and enter the following Meeting ID: **831 7098 4092.** If you do not have access to the internet, you may listen telephonically by calling (253) 215-8782 and entering the same Meeting ID.

Pursuant to Resolution 1862, members of the public may provide comments remotely for Board Meetings which are held in the Board Room. In the event that remote participation technology is unexpectedly not available, such as during an internet service outage, electrical outage, or other technological issue that prevents remote participation by the public, the meeting will not be continued or cancelled. Remote participation is provided as a courtesy and members of the public who rely upon remote participation to provide public comment do so at their own risk. When the Chair calls for public comment, attendees can queue to speak with the "Raise Hand" feature. On the Zoom application, click the "Raise Hand" button. On the phone, press *9. The Secretary to the Board will call speaker names and unmute speaker microphones. You will have up to 3 minutes to provide your oral comments, pursuant to Board policy.

Members of the public are encouraged to provide written public comment by sending an email to info@montereyairport.com and include the following subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)." Written comments should be received by 7:00 AM on the day of the meeting. All submitted comments will be provided to the Board for consideration and will be compiled as part of the record.

A. CALL TO ORDER/ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

D. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Any person may address the Monterey Peninsula Airport District Board at this time on any item that is **NOT** on today's agenda and should be within the jurisdiction of the Monterey Peninsula Airport District Board. Comments concerning matters set forth on this agenda will be heard at the time the matter is considered.

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 Special Meeting of the Monterey Peninsula Airport District Board of Directors of June 25, 2026

Approve 2. Minutes of the Regular Meeting of the Monterey Peninsula Airport District Board of Directors of June 25, 2026

Approve	3.	Minutes of the Airport Property Development & Lease Committee Meeting of the Monterey Peninsula Airport District Board of Directors of July 10, 2026
Approve	4.	Minutes of the Air Carrier Service – Marketing – Community Relations Committee Meeting of the Monterey Peninsula Airport District Board of Directors of July 13, 2026
Approve	5.	Minutes of the Budget & Finance Committee Meeting of the Monterey Peninsula Airport District Board of Directors of July 13, 2026
Adopt	6.	Ordinance No. 936 (Second Reading), an Ordinance to Repeal Inactive Ordinances that Represent One-time Land and Easement Transactions Already on Record

F. DEFERRED CONSENT AGENDA – ACTION ITEMS

G. REGULAR AGENDA - ACTION ITEMS

Accept	1.	Monterey Regional Airport Economic Benefit Analysis
Presentation	2.	Hangar Accessibility for General Aviation Tenants
Accept	3.	Revisions to the Employee Handbook Personnel Policy Manual June 2026
Adopt	4.	Resolution No. 1936, A Resolution Granting a Public Road Easement with the City of Monterey and Outlining Ongoing Obligations for the Roundabout at Olmsted and Garden Road
Discuss	5.	Transportation Association of Monterey County (TAMC) Scenic Route 68 Corridor Improvement Project Update

H. BOARD REPORTS AND ACCEPTANCE OF DEPARTMENT REPORTS

The Board receives Department Reports which do not require any action by the Board.

Board Member questions (if any) for Standing Committees (Finance, Air Service, Lease)

Ad-Hoc Committee Reports:

Committee	Director
Local Jurisdiction Liaison	Directors Leffel & Pick

Liaison/Representatives Reports:

Agency Liaison/Representative	Director
Local Agency Formation Commission	Director Leffel
Regional Taxi Authority	Director Ahmadi
Transportation Agency for Monterey County	Director Pick / Miller Alternate
Special Districts Association Liaison	Director Leffel / Pick Alternate
Association of Monterey Bay Area Governments	Director Pick / Leffel Alternate

Board Member Reports on Conferences and Events attended at Monterey Peninsula Airport District Expense (if any) as Approved by the Board (per AB 1234 and the Finance & Accounting Policy Manual).

I. CLOSED SESSION

1. **EMPLOYMENT.** Pursuant to Gov. Code section 54957(b), the Board will meet with District Counsel to consider the evaluation of performance related to the following position: Executive Director.

J. RECONVENE TO OPEN SESSION

K. PENDING REQUESTS FOR FUTURE AGENDA ITEMS

- AMBAG Presentation on the 2050 Municipal Transportation Plan

L. DISCUSSION OF FUTURE AGENDAS

M. ADJOURNMENT

AGENDA DEADLINE

This is the final Agenda that has been posted on the bulletin board outside of the District Offices in the Terminal Building at the Monterey Regional Airport no less than 72 hours prior to the meeting.

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.

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. 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.

MINUTES OF THE SPECIAL MEETING OF THE MONTEREY PENINSULA AIRPORT DISTRICT BOARD OF DIRECTORS

June 25, 2026 – 4:30 PM

The Monterey Peninsula Airport District holds Regular meetings at the Airport Board Room, with in-person attendance. Members of the public may attend the Board Meeting in person and request to speak to the Board when the Chair calls for public comment. In general, in person or emailed comments are preferred. Remote comments are allowed for Board meetings which take place in the Board Room, as outlined below.

The Monterey Peninsula Airport District will continue to broadcast the Board Meetings via Zoom video conference for viewing by the public. To view the Board meeting via Zoom video conference, please visit www.zoom.us/join and enter the following Meeting ID: **831 7098 4092.** If you do not have access to the internet, you may listen telephonically by calling (253) 215-8782 and entering the same Meeting ID.

Pursuant to Resolution 1862, members of the public may provide comments remotely for Board Meetings which are held in the Board Room. In the event that remote participation technology is unexpectedly not available, such as during an internet service outage, electrical outage, or other technological issue that prevents remote participation by the public, the meeting will not be continued or cancelled. Remote participation is provided as a courtesy and members of the public who rely upon remote participation to provide public comment do so at their own risk. When the Chair calls for public comment, attendees can queue to speak with the "Raise Hand" feature. On the Zoom application, click the "Raise Hand" button. On the phone, press *9. The Secretary to the Board will call speaker names and unmute speaker microphones. You will have up to 3 minutes to provide your oral comments, pursuant to Board policy.

Members of the public are encouraged to provide written public comment by sending an email to info@montereyairport.com and include the following subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)." Written comments should be received by 7:00 AM on the day of the meeting. All submitted comments will be provided to the Board for consideration and will be compiled as part of the record.

A. CALL TO ORDER/ROLL CALL

Chair Pick called to order the Special Meeting of the Monterey Peninsula Airport District Board of Directors at 4:31 PM. Directors Ahmadi, Gaglioti, and Miller were present. The following staff were in attendance: Executive Director Morello, District Counsel Huber, and Acting Board Secretary Adams.

B. PLEDGE OF ALLEGIANCE

Director Miller led the Pledge of Allegiance.

Director Leffel joined the meeting at 4:34 PM.

District Counsel Huber stated that Staff is requesting to add an item to the agenda that came to the attention of the Airport staff subsequent to the posting of the agenda for this June 25, 2026 Special Meeting. Pursuant to Government Code Section 54954.2, staff is requesting the Board take action to add this item to the agenda.

*Director Miller motioned to add Item C.3 – **REAL PROPERTY.** Pursuant to Gov. Code section 54956.8, the Council will meet with Real Property Negotiators, Executive Director and General Counsel, regarding a portion of the following property: APN 013-221-020. Negotiators for MPAD: Executive Director and General Counsel; Negotiators for Opposing Parties: Monterey City Fire Chief Patrick Moore. Director Gaglioti seconded the motion. The motion passed unanimously by a roll call vote of 5-0.*

C. CLOSED SESSION

1. **POTENTIAL LITIGATION.** Pursuant to Gov. Code 54956.9(d)(2), the Board will meet with the Executive Director and General Counsel related to potential exposure to litigation: one case.
2. **EMPLOYMENT.** Pursuant to Gov. Code section 54957(b), the Board will meet with District Counsel to consider the evaluation of performance related to the following position: Executive Director.
3. **REAL PROPERTY.** Pursuant to Gov. Code section 54956.8, the Council will meet with Real Property Negotiators, Executive Director and General Counsel, regarding a portion of the following property: APN 013-221-020. Negotiators for MPAD: Executive Director and General Counsel; Negotiators for Opposing Parties: Monterey City Fire Chief Patrick Moore.

The Board of Directors entered Closed Session at 4:35 PM.

D. RECONVENE TO OPEN SESSION

The Board reconvened to Open Session at 5:24 PM. District Counsel Huber announced that there was no reportable action taken. Direction was given.

The Special Meeting of the Monterey Peninsula Airport District Board of Directors was suspended at 5:27 PM and scheduled to reconvene directly after the conclusion of the Monterey Peninsula Airport District Board of Directors Regular Board meeting.

The meeting was called back to order at 7:35 PM and Directors immediately resumed Closed Session.

The Board reconvened to Open Session at 8:20 PM. Counsel Huber announced there was no reportable action taken in the reconvened Closed Session.

E. ADJOURNMENT

The meeting adjourned at 8:20 PM.

Approved at the
Meeting of July 23, 2026

Danial Pick, Chair

A T T E S T

Christine Morello
District Secretary

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

June 25, 2026 – 5:30 PM Pacific Time

The Monterey Peninsula Airport District holds regular meetings at the Airport Board Room, with in-person attendance. Members of the public may attend the Board Meeting in person and request to speak to the Board when the Chair calls for public comment. In general, in person or emailed comments are preferred. Remote comments are allowed for Board meetings which take place in the Board Room, as outlined below.

The Monterey Peninsula Airport District will continue to broadcast the Board Meetings via Zoom video conference for viewing by the public. To view the Board meeting via Zoom video conference, please visit www.zoom.us/join and enter the following Meeting ID: **831 7098 4092.** If you do not have access to the internet, you may listen telephonically by calling (253) 215-8782 and entering the same Meeting ID.

Pursuant to Resolution 1862, members of the public may provide comments remotely for Board Meetings which are held in the Board Room. In the event that remote participation technology is unexpectedly not available, such as during an internet service outage, electrical outage, or other technological issue that prevents remote participation by the public, the meeting will not be continued or cancelled. Remote participation is provided as a courtesy and members of the public who rely upon remote participation to provide public comment do so at their own risk. When the Chair calls for public comment, attendees can queue to speak with the "Raise Hand" feature. On the Zoom application, click the "Raise Hand" button. On the phone, press *9. The Secretary to the Board will call speaker names and unmute speaker microphones. You will have up to 3 minutes to provide your oral comments, pursuant to Board policy.

Members of the public are encouraged to provide written public comment by sending an email to info@montereyairport.com and include the following subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)." Written comments should be received by 7:00 AM on the day of the meeting. All submitted comments will be provided to the Board for consideration and will be compiled as part of the record.

A. CALL TO ORDER/ROLL CALL

Director Pick called to order the Regular Meeting of the Monterey Peninsula Airport District Board of Directors at 5:31 PM. Directors Ahmadi, Gagliotti, Leffel and Miller were present. The following staff were in attendance: Executive Director Morello, District Counsel Huber, Deputy Executive Director Robare, Controller Wilson, and Acting Board Secretary Adams.

B. PLEDGE OF ALLEGIANCE

Chair Pick led the Pledge of Allegiance.

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

None.

D. PUBLIC COMMENTS ON NON-AGENDA ITEMS

None.

E. CONSENT AGENDA - ACTION ITEMS

Approve 1. Minutes of the Regular Meeting of the Monterey Peninsula Airport District Board of Directors of May 28, 2026

Approve 2. Minutes of the Air Carrier Service – Marketing – Community Relations Committee Meeting of the Monterey Peninsula Airport District Board of Directors of June 15, 2026

Approve 3. Minutes of the Budget & Finance Committee Meeting of the Monterey Peninsula Airport District Board of Directors of June 15, 2026

Director Gaglioti motioned to approve Consent Agenda Items E.1 – E.3. Director Leffel seconded the motion. The motion passed unanimously with a roll call vote of 5-0.

F. DEFERRED CONSENT AGENDA – ACTION ITEMS

None.

G. REGULAR AGENDA - ACTION ITEMS

Presentation 1. Construction Project Update

Dan Johanson, Airport Project Manager, and Tim Briones, Project Manager, Hensel Phelps, provided a slide presentation and briefing of the progress of the Safety Enhancement Project (SEP) Replacement Terminal and Landside Circulation construction sites.

Executive Director Morello and Deputy Executive Director Robare answered questions from Directors.

No Public Comment.

Adopt 2 Resolution No. 1934, A Resolution Authorizing a Contract with AeroCloud Systems Inc. for the Replacement Terminal Common Use Information Technology Systems and Services

Executive Director Morello reported that AeroCloud Systems had been selected to provide the Common Use Self-Service (CUSS), Universal Passenger Processing System (UPPS) and the Electronic Video Information Display System (EVIDS) at the replacement terminal as a subcontractor to Hensel Phelps Construction (HP). Due to AeroCloud's governing structure, HP recommended that the District, as owner of the facility, contract directly with AeroCloud. This would result in a reduction to HP's Guaranteed Maximum Price.

Executive Director Morello reviewed the components of cost. She and Deputy Executive Director Robare answered questions from Directors.

No Public Comment.

It was noted there was no public present in person or remotely.

Director Leffel motioned to adopt Resolution No. 1934, A Resolution Authorizing a Contract with AeroCloud Systems Inc. for the Replacement Terminal Common Use Information Technology Systems and Services. Director Gaglioti seconded the motion. The motion passed unanimously by a roll call vote of 5-0.

Adopt 3. Resolution No. 1935, A Resolution Authorizing a Professional Services Agreement with C&S Companies to Provide Design Services for the Safety Enhancement Program (SEP) Taxiway A Realignment – Phase E1

Dan Johanson, Airport Project Manager, introduced Item G.3 stating that Taxiway A realignment is the culmination of the Safety Enhancement Program projects. Executive Director Morello added that beginning the design process now will properly align us to have construction bids prepared prior to the FAA grants that will be awarded in the next fiscal year.

Mr. Johanson answered questions from Directors.

No Public Comment.

Director Leffel motioned to adopt Resolution No. 1935, A Resolution Authorizing a Professional Services Agreement with C&S Companies to Provide Design Services for the Safety Enhancement Program (SEP) Taxiway A Realignment – Phase E1. Director Miller seconded the motion. The motion passed unanimously by a roll call vote of 5-0.

Pass to Print 4. Pass to Print Ordinance No. 936 (First Reading) to Repeal Inactive Ordinances that Represent One-time Land and Easement Transactions Already on Record

District Counsel Huber stated that Staff recommends repealing all inactive ordinances as a matter of housekeeping and this is the first category of several to be considered. The inactive Ordinances repealed by Ordinance No. 936, detailed on Exhibit "A", are all land and easement transactions that have been completed and recorded. He assured the Board that repealing them will not invalidate them.

Chair Pick added that the reason for repealing inactive Ordinances is to simplify the public's access to the actual laws and regulations of the Monterey Peninsula Airport District. The minutes of the meetings where these Ordinances were approved are part of the permanent historical record and they will be memorialized in institutional memory.

No Public Comment.

Director Leffel motioned to Pass to Print Ordinance No. 936 to Repeal Inactive Ordinances that Represent One-time Land and Easement Transactions Already on Record. Director Gaglioti seconded the motion. The motion passed unanimously by a roll call vote of 5-0.

Approve 5. Updated Employee Handbook - Personnel Policy Manual June 2026

Executive Director Morello stated CPS HR Consulting and District Legal Counsel have reviewed the policies applicable to the employees of the Monterey Peninsula Airport District and have updated them to comply with current Federal and State law; major changes have been listed in the Staff Report.

The Board discussed Section 16 and asked for an addition to be made.

The Board discussed Section 5.02 and asked for some clarity to be added.

No Public Comment.

Director Leffel motioned to approve the Updated Employee Handbook – Personnel Policy Manual June 2026 with the changes requested. Director Miller seconded the motion. The motion was approved unanimously by a roll call vote of 5-0.

Action 6. California Special Districts Association (CSDA) Board of Directors Ballot Selection

Executive Director Morello stated that Monterey Peninsula Airport District has one vote as a District for the California Special Districts Association Board of Directors ballot. This item asks for the Board to make their selection.

Directors discussed the candidates.

No Public Comment.

Director Leffel motioned to select Vince Ferrante to receive the Monterey Peninsula Airport District's vote for the California Special Districts Association (CSDA) Board of Directors. Director Ahmadi seconded the motion. The motion passed by a roll call vote of 4-1 with Director Gaglioti voting no.

Adopt 7. Resolution No. 1917A, A Resolution Modifying the Time of the Regular Meetings of the Board of Directors of the Monterey Peninsula Airport District

Executive Director Morello stated Staff recommend the commencement time for the Regular meeting of the Monterey Peninsula Airport District Board of Directors be changed from 5:30 PM to 4:30 PM.

No Public Comment.

Director Leffel motioned to adopt Resolution No. 1917A, a Resolution Modifying the Time of the Regular Meetings of the Board of Directors of the Monterey Peninsula Airport District. Director Ahmadi seconded the motion. The motion passed unanimously by a roll call vote of 5-0.

Schedule 8. Calendar the November and December 2026 Board Meetings

Chair Pick stated the Regular meeting is scheduled to be held on the fourth Thursday of each month which conflicts with Thanksgiving in November 2026 and Christmas Eve in December 2026. He asked that Directors agree on an alternate day and time to hold a board meeting in November and December.

Directors concluded the regularly scheduled meetings on both the fourth Thursday of November, and the fourth Thursday of December would be cancelled.

The board discussed alternate dates.

No Public Comment.

Director Leffel motioned to schedule Special Board meetings in lieu of Regular Board meetings on November 12, 2026 at 4:30 PM and December 10, 2026 at 4:30 PM. Director Ahmadi seconded the motion. The motion passed unanimously by a roll call vote of 5-0.

A break was taken from 7:02 PM to 7:06 PM.

H. BOARD REPORTS AND ACCEPTANCE OF DEPARTMENT REPORTS

The Board receives Department Reports which do not require any action by the board.

Board Member questions (if any) for Standing Committees (Finance, Air Service, Lease)

Ad-Hoc Committee Reports:

Committee	Director
Local Jurisdiction Liaison	Directors Leffel & Pick

Liaison/Representatives Reports:

Agency Liaison/Representative	Director

Local Agency Formation Commission	Director Leffel
Regional Taxi Authority	Director Ahmadi
Transportation Agency for Monterey County	Director Pick / Miller Alternate
Special Districts Association Liaison	Director Leffel / Pick Alternate
Association of Monterey Bay Area Governments	Director Pick / Leffel Alternate

Board Member Reports on Conferences and Events attended at Monterey Peninsula Airport District Expense (if any) as Approved by the Board (per AB 1234 and the Finance & Accounting Policy Manual).

Deputy Executive Director Robare and Executive Director Morello answered questions from Directors regarding the Department Reports.

Local Jurisdiction had nothing to report.

Director Leffel reported for LAFCO.

RTA had no meeting.

Director Miller reported for TAMC.

There was no Special Districts Association meeting.

Director Leffel reported for AMBAG.

Director Pick reported that Executive Director Morello made a presentation to the Carmel City Council in June.

I. PENDING REQUESTS FOR FUTURE AGENDA ITEMS

- AMBAG Presentation on the 2050 Municipal Transportation Plan

J. DISCUSSION OF FUTURE AGENDAS

Chair Pick asked that a discussion about the TAMC State Route Corridor 68 Plan be added to the July Agenda.

K. ADJOURNMENT

The meeting adjourned at 7:27 PM.

Approved at the
Meeting of July 23, 2026

Danial Pick, Chair

A T T E S T

Christine Morello
District Secretary

MINUTES OF THE AIRPORT PROPERTY DEVELOPMENT & LEASE COMMITTEE MEETING OF THE MONTEREY PENINSULA AIRPORT DISTRICT BOARD OF DIRECTORS

July 10, 2026, at 12:00 Noon

Due to the expiration of the COVID-19 California State of Emergency, the Monterey Peninsula Airport District will return to holding meetings at the Airport Board Room, with in-person attendance. Members of the public may attend the Committee Meeting in person and request to speak to the Committee Members when the Chair calls for public comment.

Alternatively, members of the public who desire to provide input as to any item can send an email to info@montereyairport.com and include the following subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)." Written comments should be received by 8:00 AM on the day of the meeting. All submitted comments will be provided to the Committee Members for consideration and will be compiled as part of the record.

A. CALL TO ORDER

The meeting of the Airport Property Development & Lease Committee of the Monterey Peninsula Airport District Board of Directors was called to order at 12:00 Noon. Directors Pick and Ahmadi, Executive Director Morello, Controller Wilson, and Acting Board Secretary Adams were present.

B. COMMUNICATIONS / ANNOUNCEMENTS / INFORMATIONAL ITEMS

None.

C. REGULAR AGENDA – ACTION ITEMS

Review 1. Proposed Grant of Permanent Easement and Ongoing Obligations of the City of Monterey for the Roundabout at Olmsted Road and Garden Road

Executive Director Morello referred to Exhibit A of the Easement Agreement and identified the area on the Plat Map that depicts the right-of-way to be dedicated to the City of Monterey. She reviewed the reasons for the easement and the ongoing obligations of the City of Monterey. She explained that the Monterey Peninsula Airport District will take ongoing responsibility for the center of the roundabout, splitter islands, and park strips, including signage, lighting, and landscaping.

Executive Director Morello answered questions from Directors.

Executive Director Morello stated the City of Monterey will consider approval of this item at their next board meeting, which is two days prior to the MPAD Regular board meeting.

Directors agree to recommend approval of the Grant of Permanent Easement to the City of Monterey for the Roundabout at Olmsted Road and Garden Road.

Discuss 2. Leasing Activity Review

Controller Wilson updated Directors on the current interest in the Corporate Hangar.

Controller Wilson and Executive Director Morello informed Directors of recent developments in lease negotiations with tenants at 2801 Monterey Salinas Highway.

D. ADJOURNMENT

The meeting adjourned at 12:15 PM.

Approved at the
Meeting of July 23, 2026

Danial Pick, Chair

A T T E S T

Christine Morello
District Secretary

MINUTES OF THE AIR CARRIER SERVICE - MARKETING - COMMUNITY RELATIONS COMMITTEE MEETING OF THE MONTEREY PENINSULA AIRPORT DISTRICT BOARD OF DIRECTORS

July 13, 2026 – 10:30 AM

Due to the expiration of the COVID-19 California State of Emergency, the Monterey Peninsula Airport District will return to holding meetings at the Airport Board Room, with in-person attendance. Members of the public may attend the Committee Meeting in person and request to speak to the Committee Members when the Chair calls for public comment.

Alternatively, members of the public who desire to provide input as to any item can send an email to info@montereyairport.com and include the following subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)." Written comments should be received by 8:00 AM on the day of the meeting. All submitted comments will be provided to the Committee Members for consideration and will be compiled as part of the record.

A. CALL TO ORDER

The meeting of the Air Carrier Service – Marketing – Community Relations Committee of the Monterey Peninsula Airport District Board of Directors was called to order at 10:32 AM. Directors Gaglioti and Miller, Executive Director Morello, Deputy Executive Director Robare and Acting Board Secretary Adams were present.

B. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

None.

Director Gaglioti gave the members of the public that were present an opportunity to make a comment.

Robert Yoha, a member of the public, commented on a neighborhood concern about aircraft engine fumes and suggested there be a pilot advisory during "car week" reminding the private jets to minimize idling.

C. REGULAR AGENDA – ACTION ITEMS

Discuss 1. Noise Report

Deputy Executive Director Robare reported that nine out of fourteen complaints in the June Noise Report were related to U.S. military jets. Executive Director Morello added that the F35s were conducting practice approaches; they did not land here.

Helen Birdsong, a member of the public, commented on her experience of increased aircraft noise in the Del Rey Oaks condominium neighborhood.

Mr. Yoha suggested that overcast weather conditions amplify ground noise.

Discuss 2. Air Carrier Service & Development Update

Executive Director Morello gave a report on her meetings with both potential and current air service providers at this year's JumpStart Air Service Development Conference.

There was a conversation about the visitor management study that See Monterey is conducting for the City of Carmel.

Executive Director Morello gave an update on the Chicago flight performance and discussions with United Airlines about next year's seasonal schedule.

A T T E S T

Christine Morello
District Secretary

MINUTES OF THE BUDGET & FINANCE COMMITTEE MEETING OF THE MONTEREY PENINSULA AIRPORT DISTRICT BOARD OF DIRECTORS

July 13, 2026 – 3:30 PM

Due to the expiration of the COVID-19 California State of Emergency, the Monterey Peninsula Airport District will return to holding meetings at the Airport Board Room, with in-person attendance. Members of the public may attend the Committee Meeting in person and request to speak to the Committee Members when the Chair calls for public comment.

Alternatively, members of the public who desire to provide input as to any item can send an email to info@montereyairport.com and include the following subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)." Written comments should be received by 8:00 AM on the day of the meeting. All submitted comments will be provided to the Committee Members for consideration and will be compiled as part of the record.

A. CALL TO ORDER

The meeting of the Budget & Finance Committee of the Monterey Peninsula Airport District Board of Directors was called to order at 3:37 PM. Directors Pick and Leffel, Executive Director Morello, Controller Wilson, and Acting Secretary Adams were present.

B. COMMUNICATIONS / ANNOUNCEMENTS / INFORMATIONAL ITEMS

Controller Wilson and Executive Director Morello and gave an update on the TIFIA loan application process and the sequence and expected timing of the components of the Plan of Finance for the Replacement Terminal.

C. REGULAR AGENDA – ACTION ITEMS

Review 1. Draft of Monterey Regional Airport Economic Benefit Analysis

Executive Director Morello and Controller Wilson reviewed the highlights of the draft of the Monterey Regional Airport Economic Benefit Analysis.

The board made comments and gave their individual input regarding the report.

There was a discussion about expanding on the report's commentary in order to more fully showcase the ways Monterey Regional Airport supports local travel.

Review 2. FYTD Financial Statements, May 2026

Controller Wilson stated there were no unusual items to highlight from the May 2026 FYTD Financial Statements.

There were no questions from Directors.

D. ADJOURNMENT

The meeting adjourned at 4:23 PM.

Approved at the
Meeting of July 23, 2026

Danial Pick, Chair

A T T E S T

Christine Morello
District Secretary

MONTEREY PENINSULA AIRPORT DISTRICT
ORDINANCE NO. 936

AN ORDINANCE OF THE MONTEREY PENINSULA AIRPORT DISTRICT TO REPEAL CERTAIN INACTIVE ORDINANCES THAT REPRESENT ONE-TIME LAND AND EASEMENT TRANSACTIONS ALREADY ON RECORD

NOW, THEREFORE, the Board of Directors of the Monterey Peninsula Airport District DO ORDAIN as follows:

SECTION 1: Findings and Purpose. The Board finds and declares as follows:

A. WHEREAS, the Monterey Peninsula Airport District ("District") has adopted ordinances over time to authorize or approve specific real property transactions, including purchases, sales, transfers, leases, easements, and related agreements; and

B. WHEREAS, some of the ordinances served their purpose when the transactions were approved, executed, recorded, or otherwise completed, and do not establish ongoing regulatory requirements or current policy direction for the District; and

C. WHEREAS, the District is reviewing and organizing its ordinances for publication on the District's website so that members of the public may access them in a clear, organized, and easy-to-use format; and

D. WHEREAS, the continued inclusion of ordinances concerning completed one-time land and easement transactions among the District's active ordinances may create unnecessary confusion regarding which ordinances remain operative and enforceable; and

E. WHEREAS, the Board desires to repeal the inactive ordinances listed in Exhibit A as a housekeeping and records-management measure, without rescinding, invalidating, impairing, or otherwise affecting any completed transaction, continuing agreement, or existing right or obligation.

SECTION 2: Repeal of Specific Ordinances. The ordinances listed in Exhibit A, attached hereto and incorporated herein by this reference, are hereby repealed. The repeal of the ordinances listed in Exhibit A is intended to remove inactive ordinances from the District's active ordinance records and does not affect the validity or enforceability of any act taken under those ordinances prior to the effective date of this Ordinance.

SECTION 3: Preservation of Completed Real Property Transactions. Notwithstanding the repeal of any ordinance authorizing, approving, or relating to the purchase, sale, transfer, grant, acceptance, vacation, dedication, exchange, or conveyance of any real property interest, including any easement, license, right-of-way, or similar property right, this Ordinance shall not rescind, invalidate, impair, modify, or otherwise affect any real property transaction, instrument, interest, title, covenant, condition, obligation, or right that was approved, executed, recorded, conveyed, accepted, or otherwise completed before the effective date of this Ordinance.

SECTION 4: Preservation of Existing Agreements and Obligations. Notwithstanding the repeal of any ordinance authorizing, approving, or relating to an agreement with another party, this Ordinance shall not rescind, invalidate, impair, modify, or otherwise affect any agreement, lease, amendment, assignment, consent, approval, covenant, condition, duty, obligation, or right that was executed or became effective before the effective date of this Ordinance. Any such agreement or obligation that remains in effect shall continue to be valid and enforceable according to its terms.

SECTION 5: Records and Publication. District Staff is directed to update the District's ordinance records and website to reflect the repeal of the ordinances listed in Exhibit A. Copies of the repealed ordinances shall remain part of the District's official records and may be maintained or made available as historical records.

SECTION 6: Environmental Review. The Board finds that this Ordinance repeals inactive ordinances concerning previously completed land and lease transactions and does not authorize any new development, physical improvement, land use, or change in the environment. The Board therefore finds that this Ordinance is not subject to the California Environmental Quality Act because it has no potential to result in a direct or reasonably foreseeable indirect physical change in the environment. Alternatively, this Ordinance is exempt under State CEQA Guidelines section 15061(b)(3), because it can be seen with certainty that the action will not have a significant effect on the environment.

SECTION 7: Severability. The sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable. If any portion of this Ordinance is declared unconstitutional, invalid, or unenforceable by a court of competent jurisdiction, that decision shall not affect the validity or enforceability of the remaining portions of this Ordinance.

SECTION 8: Certification and Publication. The District Secretary shall certify to the passage and adoption of this Ordinance and shall cause this Ordinance to be published, posted, or otherwise made available as required by law.

This ordinance shall take effect on the 30th day after its adoption.

PASSED AND ADOPTED by the Board of Directors of the Monterey Peninsula Airport District at a meeting of July 23, 2026 by the following vote:

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

Signed this 23rd day of July 2026

Danial Pick, Chair

A T T E S T

Christine Morello
District Secretary

EXHIBIT A

Ordinances Repealed by Ordinance No. 936

Ordinance No	Description	Date
1	An Ordinance Authorizing the Acquisition of Certain Lands Owned by the City of Monterey By, and the Assignment of the Lease Held By Said City Upon Certain Other Lands to, Monterey Peninsula Airport District for Public Airport Purposes Thereof, and also the Assignment and Transfer to Said District by Said CIty of Certain Other Contracts and Documents Relating to the Monterey Municipal Airport.	4/10/1941
2	An Ordinance Authorizing the Acquisition of Certain Lands Situated in the County of Monterey, State of California, By Monterey Peninsula Airport District for Public Airport Purposes Thereof.	5/28/1941
13	An Ordinance Authorizing the Acquisition of Certain Rights of Way and Easements Over, Along and Through Lands Situate in the County of Monterey, State of California, by Monterey Peninsula Airport District for Public Airport Purposes Thereof	8/9/1944
14	An Ordinance Authorizing the Acquisition of an Interest in Certain Lands Situate in the County of Monterey, State of California, by Monterey Peninsula Airport District for Public Airport Purposes Thereof.	5/2/1945
21	An Ordinance Authorizing the Release of a Certain Right of Way and Easement Over, Along and Through Land Situate in the County of Monterey, State of California by Quit-Claim Deed by Monterey Peninsula Airport District	1/7/1948
23	An Ordinance Authorizing the Release of a Certain Right-of-Way and Easement Over, Along and Through Land Situate in the County of Monterey, State of California by Grant Deed by Monterey Peninsula Airport District	6/24/1948
27	An Ordinance Authorizing and Approving the Grant of Lands in the County of Monterey, State of California, Owned by Monterey Peninsula Airport District, a Public Corporation of the State of California to the County of Monterey, a Political Subdivision of the State of California, for Public Highway Purposes	4/6/1949
29	An Ordinance Authorizing and Approving the Conditional Grant of a Right of Way Over Lands in the County of Monterey, State of California, Owned by Monterey Peninsula Airport District, a Public Corporation of the State of California, for Roadand Utility Purposes, to Del Monte Properties Company, a Corporation, in Exchange for a Release by Said Corporation of a Right of Way Over Other Property of Said District	6/1/1949
77	An Ordinance Authorizing and Approving a License to the United States of America and Ratifying and Confirming the Execution of Said License for the Use of an Easement Held by the Monterey Peninsula Airport District, a Public Corporation of the State of California, Upon a Parcel of Land Owned by the State of California	12/5/1956
78	An Ordinance Authorizing Acquisition of Certain Land Situated Within the Monterey Peninsula Airport District, County of Monterey, State of California, by Monterey Peninsula Airport District, for Public Airport Purposes	1/16/1957
86	An Ordinance Authorizing Acquisition of Certain Land Situated Within the Monterey Peninsula Airport District, County of Monterey, State of California, by Monterey Peninsula Airport District, for Public Airport Purposes	1/22/1958
87	An Ordinance Authorizing and Approving the Grant of Easements for Road and Sewer Purposes Under, Over, Along, and Upon Lands in the County of Monterey, State of California, Owned by y by Monterey Peninsula Airport District, a Public Corporation of the State of California, to the City of Monterey, a Municipal Corporation, and Authorizing the Execution of Conveyances Thereof	6/4/1958

Ordinance No	Description	Date
96	An Ordinance Authorizing Acquisition of a Right of Way and Easement Over Certain Land Situated Within the Monterey Peninsula Airport District, County of Monterey, State of California, by Monterey Peninsula Airport District for Public Airport Purposes and Authorizing Therefore an Expenditure of Public Money in an Amount Over $1,000.00	5/20/1959
107	An Ordinance Authorizing and Approving Acquit son of Certain Land Situated Within the Monterey Peninsula Airport District, County of Monterey, State of California, by Monterey Peninsula Airport District, for Public Airport Purposes	9/7/1960
141	An Ordinance Authorizing Acquisition by the Monterey Peninsula Airport District for Public Airport Purposes of Certain Land Situated Within the Said District and Authorizing Expenditure of Public Money in an Amount Over Two Thousand Five Hundred Dollars ($2,500.00) for Such Purpose	2/3/1965
142	An Ordinance Authorizing Sale by the Monterey Peninsula Airport District of Certain Land of Said District Situated Within the Said District to the State of California for Highway Purposes	2/3/1965
231	An Ordinance Authorizing the Granting of an Easement for Utility Purposes to the Pacific Gas (Section 1 Amended by 329) and Electric Company, and Authorizing Execution of Deed of Easement	7/11/1973
243	An Ordinance Authorizing the Granting of an Easement of Utility Purpose to the Pacific Gas and Electric Company, and Authorizing Execution of Deed of Easement	4/16/1974
265	An Ordinance Authorizing the Granting of an Easement for Utility Purposes to the Pacific Gas and Electric Company, and Authorizing Execution of Deed of Easement	12/10/1975
267	An Ordinance Authorizing the Granting of an Easement for Utility Purposes to the Pacific Gas and Electric Company, and Authorizing Execution of Deed of Easement	4/14/1976
329	An Ordinance Authorizing the Amendment to Ordinance No. 231 and Granting Permission to PG&E to Install Transformer with Cables	7/10/1980
344	An Ordinance Authorizing and Approving a Lease to the United States of America and Authorizing and Directing the Execution of Said Lease for the Use of an Easement Held by the Monterey Peninsula Airport District, a Public Corporation of the State of California, Upon a Parcel of Land as Described in Lease	8/12/1981
347	An Ordinance Authorizing and Approving the Amendment of Agreement Between the Monterey Peninsula Airport District and the United States Government, Specifically the Federal Aviation Administration, Thereof, Relating to License FA64WE-2000 Covering Use of Additional Land at the Monterey Peninsula Airport District for a Distance Measuring Equipment (DME) Adjacent to Present Localizer Site	12/9/1981
376	An Ordinance Authorizing and Approving the Grant of Easement and Agreement Between the Monterey Peninsula Airport District and the City of Monterey for Lands Leased to Phoenix Resources	1/9/1985
464	An Ordinance Authorizing the Granting of an Easement for Utility Purposes to the Pacific Gas & Electric Company, and Authorizing Execution of Deed of Easement	8/8/1990
554	An Ordinance Authorizing the Granting of an Easement for Utility Purposes to the Pacific Gas and Electric Company, and Authorizing Execution of Deed of Easement	12/14/1994
555	An Ordinance Authorizing the Modification of an Easement for an Electrical Power Line to the Pacific Gas and Electric Company, and Authorizing Execution of Deed of Easement	12/14/1994

Ordinance No	Description	Date
567	An Ordinance Authorizing the Modification of a Right-of-Way and Easement for the Pacific Gas and Electric Company and Authorizing Execution of a Change of Location Agreement	4/12/1995
575	An Ordinance Authorizing the Acceptance of an Easement for Garden Road Access From Cal Trans, and Authorizing Execution of Certificate of Acceptance for Deed of Easement	5/10/1995
588	An Ordinance Authorizing the Grant of an Easement to California-American Water Company	12/13/1995
606	An Ordinance Authorizing and Approving the Non-Exclusive Easement for Lands and Properties Owned by the Monterey Peninsula Airport District, a Public Corporation of the State of California, to the United States Government and Authorizing the Execution of Agreements Relating Thereto (Last Renewal Expired Sept. 2016)	8/14/1996
646	An Ordinance Authorizing the Granting of an Easement for Utility Purposes for the Skypark Drive Electrical Power Pole Relocation Project to the Pacific Gas and Electric Company, Authorizing Execution of the Easement, and Declaring the Urgency Thereof	11/12/1997
649	An Ordinance Authorizing the Assignment of an Easement for Utility Purposes Over Skypark Way to Pacific Bell	12/10/1997
673	An Ordinance Authorizing and Approving the Acceptance of an Easement for an Approach Lighting System and Airspace Protection from the U.S. Government (Navy) and Authorizing the Execution of a Certificate of Acceptance	12/9/1998
674	An Ordinance Authorizing and Approving the Granting of an Easement for Golf Course Use to the U.S. Government (Navy) and Authorizing the Execution of the Easement	12/9/1998
675	An Ordinance Authorizing and Approving the Acceptance of an Easement for Access, Utilities and Drainage from the James I. and Barbara S. Miller Family Trust and Authorizing the Execution of a Certificate of Acceptance	1/13/1999
676	An Ordinance Authorizing and Approving the Acceptance of an Easement for Access, Utilities and Drainage from the Perry D. and Barbara R. Miller Family Trust and Authorizing the Execution of a Certificate of Acceptance	1/13/1999
678	An Ordinance Authorizing and Approving the Acceptance of an Easement for Drainage from DPIC Companies, Inc. and Authorizing the Execution of a Certificate of Acceptance	9/8/1999
695	An Ordinance Authorizing and Approving the Acceptance of an Avigation and Hazard Easement From the Orosco Family Trust and Authorizing the Execution of a Certificate of Acceptance	9/8/1999
704	An Ordinance Authorizing and Approving the Granting of an Easement for Utility Purposes to the California-American Water Company and Authorizing the Execution of the Easement	3/8/2000
706	An Ordinance Authorizing and Approving the Acceptance of a Deed of Avigation and Hazard Easement from Rancho Monterey, LLC and Authorizing the Execution of a Certificate of Acceptance	3/23/2000
708	An Ordinance Authorizing and Approving the Acceptance of an Ingress and Egress Easement from the Orosco Family Trust and Authorizing the Execution of a Certificate of Acceptance	4/27/2000
711	An Ordinance Authorizing and Approving the Entry Into a Reciprocal Easement Agreement for Access and Parking with the Orosco Family Trust and Rio Restaurants, Inc.	6/14/2000
716	An Ordinance Authorizing and Approving a Covenant Running with the Land Regarding a Reciprocal Easement Agreement for Access and Parking with the Orosco Family Trust and Rio Restaurants, Inc.	6/14/2000

Ordinance No	Description	Date
742	An Ordinance Authorizing and Approving the Noise Insulation Agreements and Avigation Easements Executed by Homeowners Participating in the Residential Soundproofing Program, Phases 4 and 5	3/14/2001
749	An Ordinance Authorizing and Approving the Noise Insulation Agreements and Avigation Easements Executed by Homeowners Participating in the Residential Soundproofing Program, Phases 4 & 5	4/11/2001
762	An Ordinance Authorizing and Approving a Noise Insulation Agreement and Avigation Easement Executed by a Homeowner Participating in the in the Residential Soundproofing Program, Phases 4 and 5	7/11/2001
783	An Ordinance Authorizing Acceptance of an Avigation Easement from David D. Smith and Laurie S. Miller	1/17/2002
795	An Ordinance Authorizing and Approving the Granting of an Easement for the Purpose of Remediation Related to the Former Monterey Auxiliary Naval Air Station to the U.S. Government and Authorizing the Execution of the Easement and Declaring the Urgency Thereof	7/24/2002
801	An Ordinance Authorizing and Approving the Noise Insulation Agreements and Avigation Easements Executed by Homeowners Participating in the Residential Soundproofing Program, Phase 7	12/11/2002
838	An Ordinance Authorizing and Approving the Noise Insulation Agreements and Avigation Easements Executed by Homeowners Participating in the Residential Soundproofing Program, AIP Project No. 3-06-0159-37, Phase 8	5/12/2004
842	An Ordinance Authorizing the Grant of a Pole Easement to the Pacific Gas and Electric Company and Authorizing the Execution of a Deed of Easement	6/9/2004
845	An Ordinance Authorizing and Approving the Noise Insulation Agreement and Avigation Easement Executed by the Monterey Peninsula Unified School District Participating in the Soundproofing Program, AIP Project 3-06-0159-29, Phase 6	6/9/2004
850	An Ordinance Authorizing and Approving the Noise Insulation Agreement and Avigation Easement Executed by a Homeowners Participating in the Residential Soundproofing Program, AIP Project No. 3-06-0159-37, Phase 8	7/28/2004
861	An Ordinance Repealing and Superceding Ordinance No. 843, "An Ordinance Authorizing the Grant of a Slope and Temporary Construction Easement to the City of Monterey and Authorizing the Execution of a Deed of Easement" and Authorizing the Grant of a Slope and Temporary Construction Easement to the City of Monterey and Authorizing the Execution of a Deed of Easement	3/22/2005
869	An Ordinance Authorizing and Approving the Noise Insulation Agreements and Avigation Easements Executed by Homeowners Participating in the Residential Soundproofing Program, Phase 10	8/24/2005
870	An Ordinance Authorizing and Approving the Noise Insulation Agreements and Avigation Easements Executed by Homeowners Participating in the Residential Soundproofing Program, Phase 10	8/24/2005

MONTEREY HERALD
Serving Monterey County

Published by The Monterey Herald
2555 Garden Road, Suite J., Monterey CA 93940
(831) 726-4382

This space is reserved for the County Clerk's Filing Stamp

MONTEREY PENINSULA AIRPORT DISTRICT
Account No. 2141463
200 FRED KANE DR
STE 200
MONTEREY, CA 93940

Legal No. 0006977367
MONTEREY PENINSULA AIRPORT DISTRICT ORDINANCE NO. 936

Ordered by: dadams@montereyairport.com

PROOF OF PUBLICATION

STATE OF CALIFORNIA
County of Monterey

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of The Herald, a newspaper of general circulation, printed and published daily and Sunday in the City of Monterey, County of Monterey, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Monterey, State of California; that the notice, of which the annexed is a printed copy (set in type not smaller than 6 point), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

07/01/26

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Executed on 07/01/2026 at Monterey, California.

Rosario Roque

Signature

MONTEREY PENINSULA AIRPORT DISTRICT ORDINANCE NO. 936
AN ORDINANCE OF THE MONTEREY PENINSULA AIRPORT DISTRICT TO REPEAL CERTAIN INACTIVE ORDINANCES THAT REPRESENT ONE-TIME LAND AND EASEMENT TRANSACTIONS ALREADY ON RECORD

NOW, THEREFORE, the Board of Directors of the Monterey Peninsula Airport District DO ORDAIN as follows:

SECTION 1: Findings and Purpose. The Board finds and declares as follows:

A. WHEREAS, the Monterey Peninsula Airport District ("District") has adopted ordinances over time to authorize or approve specific real property transactions, including purchases, sales, transfers, leases, easements, and related agreements; and

B. WHEREAS, some of the ordinances served their purpose when the transactions were approved, executed, recorded, or otherwise completed, and do not establish ongoing regulatory requirements or current policy direction for the District; and

C. WHEREAS, the District is reviewing and organizing its ordinances for publication on the District's website so that members of the public may access them in a clear, organized, and easy-to-use format; and

D. WHEREAS, the continued inclusion of ordinances concerning completed one-time land and easement transactions among the District's active ordinances may create unnecessary confusion regarding which ordinances remain operative and enforceable; and

E. WHEREAS, the Board desires to repeal the inactive ordinances listed in Exhibit A as a housekeeping and records-management measure, without rescinding, invalidating, impairing, or otherwise affecting any completed transaction, continuing agreement, or existing right or obligation.

SECTION 2: Repeal of Specific Ordinances. The ordinances listed in Exhibit A, attached hereto and incorporated herein by this reference, are hereby repealed. The repeal of the ordinances listed in Exhibit A is intended to remove inactive ordinances from the District's active ordinance records and does not affect the validity or enforceability of any act taken under those ordinances prior to the effective date of this Ordinance.

SECTION 3: Preservation of Completed Real Property Transactions. Notwithstanding the repeal of any ordinance authorizing, approving, or relating to the purchase, sale, transfer, grant, acceptance, vacation, dedication, exchange, or conveyance of any real property interest, including any easement, license, right-of-way, or similar property right, this Ordinance shall not rescind, invalidate, impair, modify, or otherwise affect any real property transaction, instrument, interest, title, covenant, condition, obligation, or right that was approved, executed, recorded, conveyed, accepted, or otherwise completed before the effective date of this Ordinance.

SECTION 4: Preservation of Existing Agreements and Obligations. Notwithstanding the repeal of any ordinance authorizing, approving, or relating to an agreement with another party, this Ordinance shall not rescind, invalidate, impair, modify, or otherwise affect any agreement, lease, amendment, assignment, consent, approval, covenant, condition, duty, obligation, or right that was executed or became effective before the effective date of this Ordinance. Any such agreement or obligation that remains in effect shall continue to be valid and enforceable according to its terms.

SECTION 5: Records and Publication. District Staff is directed to update the District's ordinance records and website to reflect the repeal of the ordinances listed in Exhibit A. Copies of the repealed ordinances shall remain part of the District's official records and may be maintained or made available as historical records.

SECTION 6: Environmental Review. The Board finds that this Ordinance repeals inactive ordinances concerning previously completed land and lease transactions and does not authorize any new development, physical improvement, land use, or change in the environment. The Board therefore finds that this Ordinance is not subject to the California Environmental Quality Act because it has no potential to result in a direct or reasonably foreseeable indirect physical change in the environment. Alternatively, this Ordinance is exempt under State CEQA Guidelines section 15061(b)(3), because it can be seen with certainty that the action will not have a significant effect on the environment.

SECTION 7: Severability. The sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable. If any portion of this Ordinance is declared unconstitutional, invalid, or unenforceable by a court of competent jurisdiction, that decision shall not affect the validity or enforceability of the remaining portions of this Ordinance.

SECTION 8: Certification and Publication. The District Secretary shall certify to the passage and adoption of this Ordinance and shall cause this Ordinance to be published, posted, or otherwise made available as required by law.

This ordinance shall take effect on the 30th day after its adoption.

PASSED TO PRINT by the Board of Directors of the Monterey Peninsula Airport District at a meeting of June 25, 2026 by the following vote:
AYES: DIRECTORS: Ahmadi, Gaglioti, Leffel, Miller, Pick
NOES: DIRECTORS: None
ABSTAIN: DIRECTORS: None
ABSENT: DIRECTORS: None

Exhibit A can be viewed on the MPAD website at https://montereyairport.specialdistrict.org/2026-06-25-board-of-directors-meeting

AGENDA ITEM: G-1
DATE: July 23, 2026

TO: Board of Directors, Monterey Peninsula Airport District
FROM: Christine Morello, Executive Director
SUBJ: Acceptance of Monterey Regional Airport Economic Benefit Analysis

BACKGROUND. On October 9, 2025, the District solicited qualifications from firms to complete an Economic Benefit Analysis of the Monterey Regional Airport, in accordance with the principles published by the Federal Aviation Administration, *Estimating the Regional Economic Significance of Airports,* Washington, D.C., 1992, updated with the most current and updated data, methodologies and tools, such as the Regional Input-Output Modeling System ("RIMS") from the U.S. Bureau of Economic Analysis ("BEA"), which incorporates regional economic accounts into the calculation of economic multipliers.

On December 11, 2025, the Board approved a contract with Coffman Associates Inc. to complete an Economic Benefits Analysis. Coffman, working with Dr. Lee McPheters, was selected primarily to ensure continuity and comparability to the last Economic Benefit Analysis Report for the Monterey Regional Airport, which was prepared by Dr. Lee McPheters/ASU in association with Coffman Associates Inc., dated February, 2015 with a total economic benefit identified in the 2015 Report of $302 Million.

Monterey Regional Airport (MRY) is an essential infrastructure facility that connects the region to the national air transportation system and helps power the local economy. When air transportation works, the entire regional economy thrives. The regional benefits are felt through aviation activity, visitor spending, on-airport businesses, public services, construction investment, supplier networks, worker income, and tax revenues. The airport is both a transportation gateway and a long-term economic asset for Monterey County.

The Economic Benefit report presents an analysis of the economic benefits created by MRY. The airport serves as a convenient point of departure and access to connecting flights through major hub airports, placing destinations throughout the United States and abroad within easier reach. The airport also helps residents maintain personal and professional connections. It facilitates visits to family and friends, attendance at important events, access to educational and employment opportunities, and travel to services not available locally. At the same time, convenient inbound service makes it easier for relatives, customers, technical specialists, healthcare professionals, and other visitors to reach Monterey County. For business, the airport creates catalytic benefits for economic growth and investment.

The Analysis indicates that in 2025, the airport-related activity generated **$485.6 million in total economic benefits** for the Monterey County economy. This activity **supported 2,464 jobs** and produced $201.9 million in income for workers and business owners. The economic benefits include direct activity at the airport and throughout the visitor economy, as well as secondary benefits that occur when businesses buy supplies and workers spend their earnings in the region.

In addition to these measurable benefits, the Analysis notes that the presence of the Monterey Regional Airport provides local residents and businesses with important qualitative and economic (catalytic) benefits.

RECOMMENDATION. Staff recommends that the Board accept the Coffman & Associates Monterey Regional Airport Economic Benefits Analysis

ATTACHMENTS.
Monterey Regional Airport Economic Benefits Analysis

MONTEREY REGIONAL AIRPORT

Economic Benefit Analysis

Coffman Associates
AIRPORT CONSULTANTS
a PAPE-DAWSON company

W. P. Carey School of Business
Arizona State University
Seidman Research Institute

MONTEREY REGIONAL AIRPORT ECONOMIC BENEFIT ANALYSIS

Contents

MONTEREY REGIONAL AIRPORT ECONOMIC BENEFIT ANALYSIS

INTRODUCTION

This report presents an analysis of economic benefits created by Monterey Regional Airport (MRY). The airport serves as an essential infrastructure facility and a gateway for residents traveling outbound and for visitors inbound to Monterey County for tourism, special events, business, visiting family, and other reasons. The airport also creates significant benefits in support of economic growth and development as well as the quality of life of residents of the region.

Monterey Regional Airport showing terminal, scheduled for replacement.

The airport is publicly owned and operated by the Monterey Peninsula Airport District and is located approximately three miles southeast of downtown Monterey. The airport is a non-hub commercial service facility providing both scheduled passenger airline service and general aviation access to the national air transportation system.

Monterey County has a distinctive tourism and hospitality-based economy supported by its coastal setting, visitor attractions, and a calendar of major special events such as Monterey Car Week and the AT&T Pebble Beach Pro-Am. Airlines serving the airport include American, United, Alaska and Allegiant, as well as Sun Country on a seasonal schedule. Most flights are operated as regional jets by partners: Mesa Airlines and SkyWest both operate as American Eagle, with SkyWest also flying as United Express, while Horizon Air operates on behalf of Alaska Airlines. Travelers can choose to fly via JSX, a public charter air carrier that offers a semi-private flying experience, with routes to Burbank, Orange County, and Carlsbad. The airport served more than 650,000 passengers in 2025, with service to 11 nonstop markets.

The airport is currently implementing the MRY Metamorphosis program, including a replacement passenger terminal, a commercial apron, and other improvements. The program is intended to improve the safety, efficiency, accessibility, and passenger experience of the airport while positioning MRY to serve the region's long-term air travel needs. The replacement terminal broke ground in June 2025 and is expected to welcome passengers in 2027, while the adjacent commercial aircraft apron was completed in fall 2025. The program costs of some $182.5 million represent both a near-term capital investment and a long-term infrastructure improvement for the Monterey County economy.

The presence of Monterey Regional Airport provides residents and businesses with important development and qualitative benefits. By improving regional connectivity, the airport enhances travel choices, reduces dependence on more distant airports, supports business access to customers and markets, and strengthens Monterey County's ability to attract visitors, investment, employers, and skilled workers. These advantages contribute to broader economic development and quality of life by making the region more accessible for personal and business travel, tourism, and emergency or specialized aviation needs.

MEASURING ECONOMIC BENEFITS

Although qualitative advantages created by an airport are important, they are also challenging to measure. The methodology for measurement of airport economic benefits has become standardized in recent years by public and private sector aviation analysts (for a current example see The Economic Impact of Civil Aviation on the U.S. Economy, FAA, January 2024). Consistent with the FAA methodology, this study views Monterey Regional Airport as a source of measurable benefits for Monterey County and the California Coastal Region.

In studying the economic benefits of airports and aviation, analysts have emphasized economic benefit measures that can be quantified.

- **Employment** is the number of jobs supported by economic activity associated with Monterey Regional Airport.

- **Income** to workers is employee compensation including wages and benefits received by individuals directly employed due to airport activity. (Income in this context applies to worker and proprietor earnings and is not related to the financial analysis concept of net income, or a firm's profit after all expenses.)

- **Output** is the value of the production of private firms and public agencies. For private firms, output is measured by the annual value of revenue or gross sales. For government units, the agency budget is the measure of output.

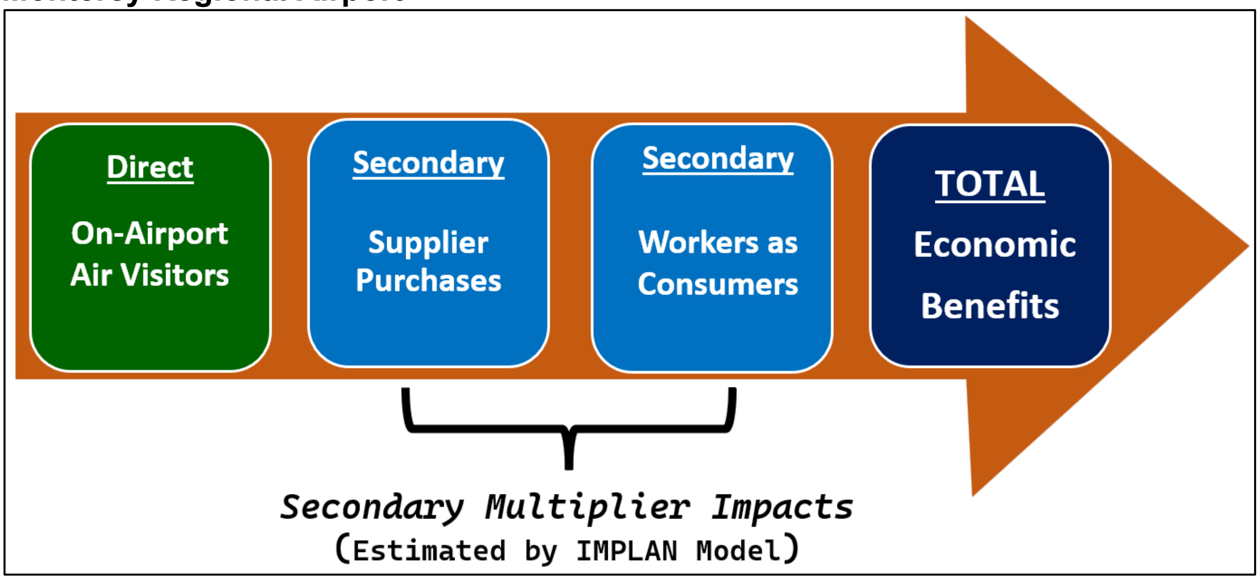
Economic Benefit Components

The **total economic benefits** of an airport are measured by combining direct economic activity benefits with the secondary benefits generated as that activity circulates through the regional economy (Figure 1).

Direct benefits include the employment, income, and output associated with on-airport aviation and non-aviation activity, as well as spending by airline and general aviation visitors within the regional economy.

Secondary benefits (ripple effects) capture the additional economic activity created through the multiplier process. These effects occur when airport-related firms and visitor-serving businesses purchase goods and services from suppliers, and when workers whose jobs are connected to airport activity spend their earnings on household goods and services in their communities.

Figure 1
Economic Benefit Components
Monterey Regional Airport



Economic benefits for this study were estimated using the IMPLAN regional input-output model, with economic relationships and multipliers specific to Monterey County. IMPLAN is a widely used model for regional economic impact analysis and is commonly applied in studies of airports, tourism, construction projects, public infrastructure, and industry activity. IMPLAN allows analysis of economic benefits through several interconnected channels. Direct activity includes aviation and non-aviation activity, as well as visitor spending. These activities do not occur in isolation. Airport-related businesses purchase goods and services from suppliers, and workers supported by airport activity spend their earnings in the local economy.

IMPLAN provides a structured method for tracing these relationships and estimating the resulting supplier purchase and induced worker spending effects. Monterey County-specific multipliers reflect the structure of the local economy, including its industry mix, labor income patterns, supplier relationships, and household spending behavior. When direct and secondary benefits are combined, the resulting total economic benefits provide a comprehensive measure of the airport's contribution to the Monterey County economy.

SUMMARY OF MRY ECONOMIC BENEFITS

The economic benefits generated by Monterey Regional Airport reflect three major sources of direct activity (aviation operations, non-aviation business activity located on airport property, and spending by airline and general aviation visitors) as well as secondary benefits in the form of supplier purchases and spending by workers as consumers in their home communities. The total economic benefits generated by Monterey Regional Airport **(Table 1)** consist of

- **Direct benefits of 1,665 jobs, $142.3 million in income, and $326.8 million in output**
- **Secondary benefits of 799 jobs, $59.6 million in income, and $158.8 million in output**
- **Total airport-related benefits of 2,464 jobs, $201.9 million in income, and $485.6 million in output.**

Table 1
Summary of Economic Benefits
Monterey Regional Airport

Source	Employment	Income	Output
Aviation Benefits	629	$75,523,699	$147,371,069
Non-Aviation Benefits	303	$19,048,361	$46,491,864
Air Visitor Benefits	733	$47,773,485	$132,962,239
Direct Benefits	1,665	$142,345,546	$326,825,173
Supplier Purchases	350	$28,607,634	$71,287,513
Induced Worker Spending	449	$30,966,457	$87,514,100
Secondary Benefits	799	$59,574,092	$158,801,613
Total Benefits	2,464	$201,919,638	$485,626,786

Direct Economic Benefits

Aviation activity generates direct benefits of 629 jobs, $75.5 million in income, and $147.4 million in output. Based on value of output produced, on-airport aviation activity represents the largest source of airport-related direct economic benefits. This category includes direct activity of airlines, fixed-base operators, aircraft maintenance and support services, airport administration, government agencies, passenger services, and capital improvements.

Although aviation accounts for fewer jobs than air visitor activity, it generates a larger amount of output and income among the three direct benefit categories. This reflects the relatively high compensation and output per worker associated with aviation, technical services, government functions, and capital investment.

Non-aviation activity generates direct benefits of 303 jobs, $19.0 million in income, and $46.5 million in output. Non-aviation benefits have a smaller but still important contribution. These activities broaden the airport's economic role beyond aviation alone by adding commercial tenant activity, retail, food service, and other business operations located on airport property. While non-aviation activity represents the smallest of the three direct benefit sources, it contributes to the airport's role as a business location and source of local employment and revenue production for the airport.

Air visitors generate direct benefits of 733 jobs, $47.8 million in income, and $133.0 million in output through airline and general aviation visitor spending. Air visitor benefits are a major component of the airport's regional economic contribution, through spending on lodging, ground transportation, food and beverage, retail, recreation, and related visitor services. Air visitors represent the largest direct employment source, reflecting the labor-intensive nature of the hospitality and tourism industries.

The comparison among the three direct benefit sources shows that each contributes to the economy in a different way.

- Aviation activity produces the highest income and output, indicating a strong concentration of higher-value operating and capital activity.
- Air visitor spending produces the largest number of direct jobs, reflecting the employment intensity of lodging, restaurants, recreation, transportation, and other visitor-serving industries.
- Non-aviation activity adds a smaller but complementary source of employment, income, and output associated with commercial uses of airport property.

Together, these three sources form the direct economic base of the airport, generating 1,665 jobs, with income of $142.3 million, and $326.8 million of output.

Secondary Economic Benefits

Secondary benefits represent an important component of the airport's economic contribution because they capture the additional business activity, employment, and income generated as airport-related firms purchase goods and services from suppliers and as workers spend their earnings throughout the regional economy.

- Supplier purchases generate 350 jobs, $28.6 million in income, and $71.3 million in output as airport-related firms, construction contractors, visitor-serving businesses, and commercial tenants purchase goods and services from other companies.

- Induced worker spending generates an additional 449 jobs, $31.0 million in income, and $87.5 million in output as workers supported by airport activity spend their wages and salaries in the local economy.

Worker spending effects are larger than supplier purchase effects in employment, income, and output, indicating that household spending by airport-supported workers is an important channel through which airport benefits circulate into the regional economy.

Combined secondary benefits total 799 jobs, $59.6 million in income, and $158.8 million in output. These impacts represent approximately one-third of total airport-related output and show that the airport's economic importance extends beyond the immediate direct economic benefits. For every $1,000 of direct output, the airport generates approximately $490 in additional secondary output through supplier networks and worker spending. Similarly, secondary benefits add nearly 800 jobs to the 1,665 direct jobs generated by the airport and its related activities.

The combined total of 2,464 jobs, $201.9 million in income, and $485.6 million in output demonstrates that the airport contributes broadly to Monterey County's aviation, tourism, hospitality, construction, commercial, and consumer-serving sectors.

A DAY AT MONTEREY REGIONAL AIRPORT

A more granular view of the economic benefits of the airport can be seen by highlighting daily activity and benefit measures **(Table 2)**. Airports operate every day of the year, providing transportation access while also generating economic activity for the communities they serve. Monterey Regional Airport is both a transportation facility and an economic asset. Its daily operations support employment, business revenues, visitor spending, and worker income throughout the broader Monterey County economy. On an average day, Monterey Regional Airport accommodates approximately 148 aircraft operations, reflecting the combined activity of commercial airline service, general aviation, corporate aviation, flight training, air taxi, and other aircraft movements. The airport also serves an average of 888 daily airline enplanements and an estimated 166 daily arriving general aviation passengers.

Table 2
Daily Economic Benefits
Monterey Regional Airport

Activity	An Average Day
Aircraft Operations	148 Daily Aircraft Operations
On-Airport Employment	932 Workers on the Airport
Airport Worker Income	$259,102 Total Pay to Airport Workers
Airport Direct Output	$531,131 Daily Airport Direct Output
Airline Passengers	888 Daily Airline Enplanements
General Aviation Passengers	166 Daily Arriving GA Passengers
Visitors (Commercial Service + GA)	1,336 Air Visitors in the Area Daily
Air Visitor Spending	$309,942 Total Visitor Spending
Total Employment	2,464 Total Jobs Supported
Total Income	$553,204 Total Pay to Workers
Total Output/Revenues	$1,330,484 Daily Output/Revenues

Sources: Monterey Regional Airport; FAA Air Traffic Data Activity System (ATDAS); FAA Air Carrier Activity Information System (ACAIS); FlightAware Flight Tracker system; IMPLAN Input-Output model; Origination and Destination (O&D) data from U. S. Department of Transportation; interviews with airport employers.

The airport is also a significant employment center. Direct on-airport activity accounts for 932 workers earning an estimated $259,102 in income on an average day. These earnings support households and contribute to spending in communities throughout the region.

In addition to activity on airport property, Monterey Regional Airport brings visitors into the local economy. On an average day, commercial airline and general aviation activity are associated with 1,336 air visitors in the Monterey area. This figure is derived from an average stay for airline visitors of 2.3 days and for overnight GA visitors of 2.7 days. These visitors spend an estimated $309,942 per day on lodging, food and beverage, ground transportation, retail purchases, recreation, and related services.

When direct and secondary benefits are combined, Monterey Regional Airport supports an estimated 2,464 total jobs, $553,204 in daily worker income, and $1.3 million in daily regional output. These daily impacts illustrate the value of the airport as a regional economic platform, supporting aviation activity, commercial businesses, tourism, general aviation, supplier networks, and household income circulation.

ON-AIRPORT ECONOMIC BENEFITS

The on-airport economic benefits generated by Monterey Regional Airport include the direct and secondary activity of aviation businesses, airport-related government functions, capital improvement projects, and non-aviation firms located on airport property. At Monterey Regional Airport, there are 58 aviation-related employers and 55 non-aviation employers, making up a total of 113 private and public sector employers on the airport. The 105 private sector employers accounted for 96 percent of all employers on the airport, as well as 85 percent of all jobs on the airport.

Direct on-airport activity generates 932 jobs, $94.6 million in income, and $193.9 million in output. When secondary effects from supplier purchases and worker spending are included, total on-airport economic benefits increase to 1,441 jobs, $132.0 million in income, and $293.2 million in output (Table 3).

Table 3
On-Airport Direct, Secondary, and Total Economic Benefits
Monterey Regional Airport

Source	Employment	Income	Output
Direct On-Airport Economic Benefits			
Airlines	137	$4,339,273	$30,324,858
FBO, Charter, Maintenance	157	$36,676,538	$38,659,833
Passenger Services	103	$9,971,886	$29,877,901
Government (ATCT, TSA, MRY)	140	$16,104,608	$20,108,477
Capital Improvement Projects	92	$8,431,394	$28,400,000
Subtotal Aviation Benefits	*629*	*$75,523,699*	*$147,371,069*
Non-Aviation Firms	303	$19,048,361	$46,491,864
Direct Benefits	**932**	**$94,572,061**	**$193,862,933**
Secondary On-Airport Economic Benefits			
Supplier Purchases	215	$17,198,777	$42,110,189
Worker Spending	294	$20,233,376	$57,181,409
Secondary Benefits	**509**	**$37,432,152**	**$99,291,599**
Total On-Airport Economic Benefits			
Total Benefits	**1,441**	**$132,004,213**	**$293,154,532**

Sources: Monterey Regional Airport; Dun & Bradstreet Business Directory; managers of individual firms

On Airport Direct Benefits

Aviation activity is the largest direct on-airport source of economic benefits. The subtotal for aviation benefits includes airlines, fixed-base operators, charter operators, aircraft maintenance, passenger services, government functions, and capital improvement projects. Together, these aviation activities generate 629 jobs, $75.5 million in income, and $147.4 million in output. This category accounts for approximately two-thirds of direct on-airport employment, about 80 percent of direct on-airport income, and about 76 percent of direct on-airport output.

FBO services at MRY are available for corporate jets such as this Citation CJ4.

Within the aviation category, FBO, charter, and maintenance activity is especially significant. This group generates 157 jobs, $36.7 million in income, and $38.7 million in output. Although the category accounts for only about one-quarter of aviation employment, it generates nearly one-half of aviation-related income. This reflects the relatively high compensation and specialized nature of aircraft operations, maintenance, charter services, and related technical aviation activities.

Airlines also represent a major source of direct on-airport output, generating 137 jobs, $4.3 million in income, and $30.3 million in output. Passenger services generate 103 jobs, $10.0 million in income, and $29.9 million in output, reflecting the labor and service activity associated with passenger processing, ground handling, concessions, rental car-related activity, and other terminal-area functions.

The government category includes the combined activity of the FAA Air Traffic Control Tower, Transportation Security Administration, and airport administration, including police and fire (ARFF). The FY 2025 Monterey Peninsula Airport District operating budget for MRY of $11.3 million incorporated $1.5 million police services and $2.5 million for ARFF/fire services. Government activity generates 140 jobs, $16.1 million in income, and $20.1 million in output. These activities are essential to the safe, secure, and efficient operation of the airport and represent a stable source of employment and payroll.

Capital improvement projects generate construction-related expenditures ($28.4 million), with employment of 92 annual person/year jobs and income of $8.4 million. These figures are derived from the airport FY 2025 audited construction project schedule and reflect a portion of the benefits of the Metamorphosis/Safety Enhancement program, including preparatory work for the new terminal. Elements related to the new terminal include design, commercial apron construction, and parking, among others. Based on analysis of the audited expenditure schedule, approximately $23.9 million or some 84% of FY 2025 capital expenditures were associated with the Metamorphosis program.

Non-aviation firms located on airport property also make an important contribution to on-airport benefits, while creating revenue for the airport. Among the non-aviation businesses are firms involved in:

- Auto repair
- Construction
- Convenience retail and fuel sales
- Facility services and maintenance
- Food services
- Personal services

These firms generate 303 jobs, $19.0 million in income, and $46.5 million in output. While these activities are not aviation operations, they broaden the economic role of the airport property and contribute to employment, income, business sales, and tax-producing activity. Their inclusion reflects the fact that many regional airports function not only as transportation assets, but also as commercial employment centers with land and facilities that accommodate a range of business activities.

<u>On-Airport Secondary Benefits</u>

Secondary on-airport economic benefits add 509 jobs, $37.4 million in income, and $99.3 million in output. These secondary benefits are generated through two channels: supplier purchases and worker spending. Supplier purchases generate 215 jobs, $17.2 million in income, and $42.1 million in output as airlines, aviation service firms, passenger service providers, government entities, construction contractors, and non-aviation tenants purchase goods and services from other businesses. These purchases may include fuel, maintenance services, utilities, insurance, professional services, construction materials, equipment, food and beverage supplies, cleaning, security, and other operating inputs.

Worker spending generates an additional 294 jobs, $20.2 million in income, and $57.2 million in output. These induced impacts occur when workers whose jobs are supported by on-airport activity spend their wages and salaries in the broader economy. Household spending on housing, groceries, health care, transportation, retail purchases, restaurants, entertainment, and personal services creates additional business sales and employment beyond the airport itself. The induced worker spending effect is larger than the supplier purchase effect in employment, income, and output, indicating that airport worker spending is an important mechanism through which airport benefits circulate into the regional economy.

Overall, Monterey Regional Airport is a major economic asset in Monterey County. Direct on-airport activity generates nearly $194 million in output and more than 900 jobs, while secondary effects add another $99 million in output and more than 500 jobs. Total on-airport economic benefits reach $293.2 million in output, $132.0 million in income, and 1,441 jobs.

AIR VISITOR ECONOMIC BENEFITS

Monterey County generates demand for airline and general aviation travel from a combination of visitor, institutional, business, and resident markets. In a broad economic context, MRY air travel demand is not produced by a single industry or event, but by the interaction of Monterey County's tourism brand, special events calendar, government and educational institutions, military-related activity, business travel, seasonal residents, and regional quality-of-life economy.

Tourism is one of the most important sources of inbound air travel demand. Monterey County is a nationally recognized visitor destination with coastal scenery, resort communities, restaurants, wineries, golf courses, cultural attractions, outdoor recreation, and the Monterey Bay Aquarium. Monterey County also has an active calendar of events that attracts visitors from outside the region. Monterey Car Week is especially important because it brings automobile collectors, exhibitors, sponsors, media, auction participants, and high-income visitors to the region, who often travel by private or corporate jet.

Monterey Car Week includes the iconic Pebble Beach Concours d'Elegance.

Government, military, and education-related activities provide a more stable source of air travel demand. Monterey is home to major federal and defense-related institutions, including the Naval Postgraduate School. Business travel is also an important component of air demand. While business travelers tend to have shorter stays, they also have greater per person spending per trip.

The seasonal and second home-owner travel market is particularly relevant to both commercial airline service and general aviation, because some seasonal residents and visitors have above-average income and a higher propensity to fly.

When direct and secondary effects are combined, airline and general aviation visitors generate $192.5 million in total economic output, $69.9 million in income, and 1,024 jobs (Table 4).

Table 4
Economic Benefits from Airline and General Aviation Visitors
Monterey Regional Airport

Category	Airline Visitor Spending	GA Visitor Spending	Output (Spending)	Income	Employment
Direct Visitor Economic Benefits					
Lodging	$39,963,935	$7,758,137	$47,722,072	$18,167,485	280
Ground Transport	$14,365,546	$2,783,847	$17,149,393	$5,521,520	43
Food & Drink	$32,459,108	$4,733,409	$37,192,517	$12,217,181	269
Retail	$13,213,960	$2,220,320	$15,434,280	$1,599,771	33
Recreation	$13,126,128	$2,337,851	$15,463,978	$10,267,528	108
Direct Benefits	$113,128,676	$19,833,563	$132,962,239	$47,773,485	733
Secondary Visitor Economic Benefits					
Supplier Purchases	$24,812,638	$4,364,686	$29,177,324	$11,408,858	135
Worker Spending	$25,765,080	$4,567,611	$30,332,691	$10,733,082	156
Secondary Benefits	$50,577,717	$8,932,297	$59,510,014	$22,141,939	291
Total Visitor Economic Benefits					
Total Benefits	$163,706,393	$28,765,860	$192,472,254	$69,915,425	1,024

Source: Spending estimates from Longwoods, Int.; Airline passenger data from Monterey Regional Airport; Airline visitors derived from Airline Origin and Destination Survey (DB1B); Visiting Ga aircraft, passengers per aircraft, and length of stay derived from FAA ATADS database and the FlightAware Flight Tracker System.

Direct air visitor spending associated with Monterey Regional Airport is estimated at $133.0 million, including $113.1 million from airline visitors and $19.8 million from general aviation visitors. This direct spending supports 733 jobs and $47.8 million in income. Lodging is the largest single category of visitor-related output, generating $47.7 million in direct output, $18.2 million in income, and 280 jobs. This reflects the importance of overnight visitors to Monterey County's tourism economy and the role of the airport in bringing visitors who use hotels, resorts, and other paid accommodations. Food and drink is the second-largest category, producing $37.2 million in output, $12.2 million in income, and 269 jobs. Together, lodging and food and drink account for $84.9 million in direct visitor outlays, or nearly two-thirds of all direct visitor spending, demonstrating the close connection between airport access and the region's hospitality sector.

Ground transportation, retail, and recreation also provide important direct economic benefits. Visitor spending on ground transportation totals $17.1 million and supports $5.5 million in income and 43 jobs. This category includes rental cars, taxis, transportation network companies, shuttles, and other local transportation services used by visitors after arriving at the airport. Retail spending generates $15.4 million in output, $1.6 million in income, and 33 jobs, while recreation spending generates $15.5 million in output, $10.3 million in income, and 108 jobs. The recreation category is especially significant in Monterey County because the region's visitor economy is closely linked to coastal attractions, golf, special events, cultural activities, outdoor recreation, and destination tourism.

Airline visitors generate approximately 85 percent of direct visitor spending, reflecting the larger volume of passengers arriving through scheduled commercial service. General aviation visitors generate $19.8 million in direct spending, or about 15 percent of direct visitor spending. Although smaller in total volume, general aviation visitors are important because they often include corporate, business, private, and higher-income leisure travelers whose spending supports lodging, food service, ground transportation, recreation, and other visitor-serving industries. This indicates that both commercial airline service and general aviation facilities contribute to the region's visitor economy in complementary ways.

Secondary visitor economic benefits add another $59.5 million in output, $22.1 million in income, and 291 jobs. Supplier purchases account for $29.2 million in output, $11.4 million in income, and 135 jobs. These impacts occur as hotels, restaurants, transportation providers, retailers, recreation businesses, and other visitor-serving firms purchase goods and services from other businesses. Examples include food and beverage supplies, laundry services, cleaning services, maintenance, utilities, professional services, insurance, marketing, equipment, and other operating inputs. Worker spending adds $30.3 million in output, $10.7 million in income, and 156 jobs. These induced impacts occur when employees supported by visitor activity spend their wages in the regional economy on housing, groceries, and other household needs.

Including direct and secondary benefits, airline visitor activity accounts for $163.7 million of total output, while general aviation visitor activity accounts for $28.8 million. These results show that visitor spending is one of the airport's most important channels of regional economic benefits, bringing outside income into Monterey County and converting visitor demand into business sales, employment, payroll, supplier activity, and household spending across the regional economy.

Overall, the results demonstrate that air visitors are central to the airport's economic contribution. The benefits are concentrated in industries that are fundamental to Monterey County's economic identity, including lodging, restaurants, transportation, recreation, and tourism-related retail. By providing scheduled airline access and general aviation facilities, Monterey Regional Airport strengthens the region's ability to attract visitors, serve major events, connect business and leisure travelers to local destinations, and sustain a broad network of hospitality and visitor-serving employment.

Airline Visitor Benefits

Based on records maintained by Monterey Regional Airport, there were 324,226 airline revenue enplanements at the airport in calendar year 2025. This represents an increase of 38.6% over the pre-Covid year of 2019 and an 80% gain over 2015, according to FAA enplanement data.

Table 5
Airline Visitor Profile
Monterey Regional Airport

Category	Value*
Enplanements	324,226
Percent Visitors	56%
Number of Visitors	181,566
Average Party Size	2.0
Number Parties	90,783
Average Spending Per Party Per Trip	$1,246
Airline Visitor Spending	$113,128,676

***Values are rounded**

Sources: Monterey Regional Airport; Longwoods International; O & D data from U.S. Department of Transportation

Analysis of Department of Transportation O&D data revealed that 56 percent or 181,567 enplaning airport passengers were visitors to the area during calendar year 2025 **(Table 5)**. There were 97,268 visiting travel parties. Average spending per commercial service visitor travel party per trip was $1,163. Multiplied over all travel parties the annual commercial service visitor spending benefit was calculated as $113,128,676 for 2025.

Visitor spending data for this study were provided in collaboration with Longwoods International, a national travel survey and research firm. Longwoods International began tracking domestic American travelers in 1985 and has conducted large-scale syndicated visitor research quarterly since 1990. The Longwoods International data set was preferred over an in-terminal visitor intercept survey, since recent travel research has shown terminal survey biases can occur, including greater weighting to averages from business travelers. Business travelers have shorter stays, and thus over an extended survey period would be over-represented respondents.

Longwoods International develops visitor spending data through its Travel USA® Visitor Profile research program, a large, syndicated survey of U.S. domestic travelers. The survey collects information on visitor profiles that provide mode of travel, length of stay, party size and average per-person and per-party trip proprietary spending estimates. For this study, a Longwoods Monterey County air visitor spending profile was obtained by arrangement with Longwoods International and adapted to Monterey Regional Airport's official O&D visitor counts to estimate air visitor expenditures by category **(Table 6)**.

Table 6
Arline Visitor Spending per Trip
Monterey Regional Airport

Category	Spending Per Person Per Trip	Spending Per Party Per Trip
Lodging	**$220**	**$440**
Ground Transport	**$79**	**$158**
Food & Drink	**$179**	**$358**
Retail	**$73**	**$146**
Recreation	**$72**	**$144**
Spending Per Trip	**$623**	**$1,246**
Number of Persons/Parties	**181,566**	**90,783**
Airline Visitor Direct Spending	**$113,128,676**	

Sources: Monterey Regional Airport; Longwoods International; O & D data from U.S. Department of Transportation

The Longwoods airline visitor data set estimates average airline visitor spending at $623 per person per trip, or $1,246 per travel party per trip, based on a reported average party size of two persons. Average length of stay or trip duration across all airline visitors (including one-day visitors) was 2.3 days. The largest expenditure categories are lodging and food and drink, which together account for $399 per person, or approximately 64 percent of total per-person trip spending. Ground transportation averages $79 per person per trip, while retail and recreation spending average $73 and $72, respectively.

Applying the estimated $623 in per-person spending to 181,566 airline visitors produces $113.1 million in direct airline visitor spending. Expressed on a travel-party basis, the same direct spending estimate reflects 90,783 visitor parties spending an average of $1,246 per trip.

The figures for spending per person per trip can be applied to illustrate the economic value of visitor expenditures from a typical commercial service aircraft arriving at Monterey Regional Airport (**Table 7**).

Table 7
Airline Arrival Benefits
Monterey Regional Airport

Activity	Value
Airline Arrivals	**5,339**
Arriving Passengers	**322,361**
Passengers per Arrival	**60**
Percent Visitors	**56%**
Visitors per Aircraft	**34**
Spending/Person/Trip	**$623**
Arriving Aircraft Benefit	**$21,182**

Source: Arrival and passenger data from Monterey Regional Airport. Visitor spending data from Longwoods, Int. Some figures are rounded.

FAA airport flight records show there were 5,539 commercial service arrivals during the 2025 calendar year. There were an average of 60 passengers per arriving aircraft during the period. Drawing from the U. S. Department of Transportation Origin and Destination data base, the average proportion of visitors among arriving passengers was 56.0 percent at Monterey Regional Airport, averaged over four quarters in 2025.

The computed average number of visitors on a typical arriving commercial service flight was estimated as 34 (56 percent of 60, rounded). These 34 visitors per aircraft spent an average $623 per person during their trip, creating direct economic benefits of $21,182 injected into the regional economy for each arriving commercial service aircraft.

General Aviation Visitor Benefits

General aviation activity at Monterey Regional Airport is closely tied to the same visitor and institutional markets as commercial service activity, but it serves a somewhat different traveler profile. Corporate aircraft, private aircraft, and charter operations are especially important during high-end events, business meetings, golf tournaments, auto auctions, real estate activity, and visits by executives and affluent leisure travelers. General aviation complements scheduled airline service by serving travelers who require direct access, schedule flexibility, privacy, or access to locations not easily served by commercial airlines. While these visitors are in the Monterey area, they contribute to the regional economy with expenditures on lodging, food and drink, and other goods and services.

According to the FAA Air Traffic Activity Data System (ATADS), there were 54,094 operations at Monterey Regional Airport in 2025, with a distribution of 11 percent local operations and 89 percent itinerant operations. Operations are defined as a departure (take off) or arrival (landing). Local flights are those that take off from and remain in the airport traffic pattern for pilot training or testing. Local operations predominantly involve based aircraft. Itinerant operations occur when aircraft depart to another airport or arrive at Monterey on a flight originating at another airport.

There were 28,218 civilian itinerant general aviation operations at Monterey Regional Airport in 2025 **(Table 8)**. Itinerant operations can involve based or non-based aircraft traveling to or from airports other than Monterey Regional Airport. Those itinerant arriving aircraft that are not based at Monterey Regional Airport are identified as “true transient” arrivals, bringing outside passengers and dollars to the region.

To determine the number of true transient arrivals, a data set of over 28,000 operations from the FlightAware Flight Tracker database for Monterey Regional Airport was analyzed. This source includes arrival and departure data for aircraft identified by tail numbers, with operations shown on an hourly basis.

Table 8
General Aviation Itinerant Aircraft
Monterey Regional Airport

Category	Activity
Total Operations	**54,094**
Itinerant GA Operations	**28,218**
Itinerant GA Arrivals	**14,109**
Itinerant Based Arrivals	**1,851**
True Transient Arrivals	**12,258**
Overnight Stay Aircraft	**4,405**
One Day Stay Aircraft	**7,853**
One Day Stay > 3 hours	**1,329**
One Day Stay < 3 hours	**6,524**

Source: Visiting Ga aircraft and length of stay derived from FAA ATADS database and the FlightAware Flight Tracker System.

Based aircraft arrivals were identified by matching arriving tail numbers with known tail numbers of MRY based aircraft. It was found that 13 percent of arriving itinerant aircraft were based at Monterey Regional Airport, while 87 percent were true transients based elsewhere, and therefore properly identified as visitors.

There were 14,109 itinerant arrivals in 2025. Applying the ratios from the FlightAware analysis, estimates of 1,851 based itinerant arrivals and 12,258 true transient arrivals were obtained for Monterey Regional Airport for 2025.

By matching pairs of arrivals and departures in the FlightAware data, it was found that 36 percent of all arriving transient aircraft (4,405) remained overnight, while 64 percent (7,853) stayed for a portion of a day but not overnight.

Some one-day aircraft remain on the airport for only a short period, such as to buy fuel or visit the on-site restaurant. Other travel parties may stay longer to visit a corporate site, conduct a business meeting, or attend a specific event in the region. These latter activities generate off-airport benefits in the form of expenditures that support jobs and payroll in the local area. The GA arrival and departure records indicated that 83 percent of arriving one-day transient aircraft (6,524) remained on the airport for less than three hours while 17 percent of one-day transient aircraft (1,329) remained parked at the airport for three hours or longer, enough time for passengers to leave the airport and make expenditures in the surrounding area.

Those aircraft travel parties that remained overnight stayed in the Monterey area for an average of 2.7 days, according to an analysis of the FlightAware arrival and departure data. Aircraft that remained on the airport for three hours or longer but not overnight stayed in the area for an average of 5.8 hours. The greatest percentage of aircraft remained at the airport for less than three hours. The average length of stay for one-day transient aircraft remaining on the airport for less than three hours was 1.2 hours. Off-airport spending for this group was assumed minimal. Their on airport spending is incorporated in revenues of airport businesses.

Overall visitor spending depends on the number of visitors, their length of stay, and the types of expenditures made. The number of visitors is a function of the number of arriving aircraft and average passengers per aircraft. While appealing in concept, attempts to survey pilots and passengers of arriving or departing general aviation aircraft often result in response rates that fall well below acceptable levels of statistical significance.

Estimates of party size were derived from matching the FlightAware data with the FAA Civil Aircraft Registry database. The FlightAware dataset contains information on the type of aircraft for each arrival. For each aircraft, the number of available seats was pulled from the FAA aircraft registration database. To obtain an estimate of travel party size, a conservative 50 percent load factor was applied to each.

Estimates for visitor spending per aircraft travel party per trip are set out in **Table 9**. Spending calculations are based on the number of days the travel party stayed and the estimated travel party size. Figures for spending by category were based on the commercial passenger survey conducted by Longwoods International Corporate travelers are likely to have significantly higher expenditures than commercial travelers.

Corporate travel parties were identified in the FlightAware dataset by tail number and aircraft type and spending for these parties was adjusted by several assumed factors. Spending on lodging, food and drink, ground transportation, and entertainment was assumed to be higher for corporate travelers. Spending on retail goods and services was assumed to be lower. Lodging and food expenditures were compared with per diem spending allowances for Monterey County for federal travel by the U. S. Government Services Administration. These methodologies for computing visitor spending are typically used in airport studies by research firms and government agencies (see for example Contribution of General Aviation to the US Economy in 2018, prepared by PricewaterhouseCoopers LLP for the NBAA, AOPA, and other sponsors, 2020).

Table 9
General Aviation Visitor Spending per Aircraft per Trip
Monterey Regional Airport

Category	Overnight Aircraft	One Day Aircraft
Lodging	**$1,761**	**N/A**
Ground Transport	**$601**	**$103**
Food & Drink	**$1,024**	**$168**
Retail	**$471**	**$111**
Recreation	**$503**	**$91**
Spending per Aircraft per Trip	**$4,360**	**$473**
Number of Aircraft	**4,405**	**1,329**
GA Spending by Length of Stay	**$19,204,960**	**$628,613**
GA Visitor Direct Spending	**$19,833,563**	

Source: Spending estimates provided by Longwoods International. Visiting aircraft, passengers per aircraft, and length of stay derived from FAA Civil Aircraft Registry, ATADS database and FlightAware Flight Tracker System.

Visitor spending per aircraft per trip for overnight visitors was $4,360. The largest component was lodging at $1,761, which accounted for 40 percent of the total. The next largest category for overnight visitors was food and drink, at $1,024 per aircraft travel party, 23 percent of the total.

Visiting travel parties who were only in the area for a day had no expenses for lodging and therefore total spending per aircraft was lower than for overnight visitors, at $473. The average economic value of an arriving overnight aircraft of $4,360, multiplied over 4,405 aircraft arrivals yields direct visitor spending of $19.2 million. The economic value of an aircraft that remains on the airport for three hours or more of $473, multiplied over 1,329 one-day aircraft, results in direct spending of $628,613. The combined general aviation visitor direct spending at Monterey Regional Airport by overnight and one-day aircraft sums to $19.8 million.

STATE AND LOCAL TAX REVENUE BENEFITS

The tax revenue benefits generated by Monterey Regional Airport reflect the fiscal effects associated with direct airport-related activity, secondary business activity, and household spending supported by airport-related income. Total tax revenue benefits are estimated at $79.4 million, including $17.3 million in county and sub-county revenues, $18.0 million in state revenues, and $44.1 million in federal revenues. These fiscal benefits demonstrate that the airport contributes not only to employment, income, and business output, but also to the public revenue base that supports local, state, and federal government services **(Table 10)**.

Table 10
Tax Revenue Benefits Generated
Monterey Regional Airport

Sources	County & Sub-County	State	Federal	Total
Direct Tax Revenue Benefits				
Aviation	$3,578,829	$5,123,006	$15,591,460	$24,293,296
Non-Aviation	$649,044	$1,177,576	$4,044,123	$5,870,743
Air Visitors	$4,497,163	$4,947,203	$10,772,505	$20,216,870
Direct Benefits	$8,725,036	$11,247,785	$30,408,088	$50,380,909
Supplier Purchases	$4,837,054	$2,884,700	$6,202,625	$13,924,380
Worker Spending	$3,705,976	$3,913,975	$7,456,681	$15,076,632
Secondary Benefits	$8,543,030	$6,798,676	$13,659,307	$29,001,012
Total Tax Revenue Benefits				
Total Benefits	$17,268,066	$18,046,461	$44,067,394	$79,381,921

Source: Calculations from the IMPLAN input-output model based on tax rates for Monterey County and California and current federal rates.

Direct tax revenue benefits account for $50.4 million, or approximately 63 percent of total tax revenues generated. Within the direct category, aviation activity produces the largest direct fiscal contribution, with $24.3 million in total tax revenues. This includes $3.6 million in county and sub-county revenues, $5.1 million in state revenues, and $15.6 million in federal revenues. The relatively large federal component reflects the federal tax revenues generated by payroll, business income, and related aviation-sector activity.

Non-aviation activity located on airport property generates an additional $5.9 million in direct tax revenue. This includes $649,000 in county and sub-county revenues, $1.2 million in state revenues, and $4.0 million in federal revenues. Although smaller than aviation benefits, non-aviation tenants contribute to the overall fiscal role of the airport by generating business sales, payroll, and taxable economic activity on airport-owned property.

Air visitor spending is also a major source of direct tax revenue, generating $20.2 million in total fiscal benefits. Visitor spending produces $4.5 million in county and sub-county revenues, $4.9 million in state revenues, and $10.8 million in federal revenues. The county and sub-county component is especially important in this category because visitor spending generates local tax revenues through taxable sales, lodging-related taxes, and other local fiscal mechanisms tied to the hospitality and tourism economy.

Secondary tax revenue benefits add another $29.0 million, or approximately 37 percent of total tax revenues. Supplier purchases generate $13.9 million in total tax revenues as airport-related businesses and visitor-serving firms purchase goods and services from other businesses. Supplier purchase impacts account for $4.8 million in county and sub-county revenues, $2.9 million in state revenues, and $6.2 million in federal revenues.

Worker spending generates $15.1 million in total tax revenues, slightly more than the supplier purchase component. These induced tax revenues occur when workers whose jobs are supported by the airport spend their earnings in the broader economy. Household spending creates additional sales, income, and business activity that is captured in the tax revenue estimates. Worker spending generates $3.7 million in county and sub-county revenues, $3.9 million in state revenues, and $7.5 million in federal revenues.

Overall, the tax revenue results show that the economic activity associated with Monterey Regional Airport produces broad-based fiscal benefits across multiple levels of government, reinforcing the airport’s role as both a transportation facility and an important contributor to the public revenue base.

VALUE ADDED AS AN ECONOMIC BENEFIT MEASURE

In evaluation of global and national economies, value added is a widely used measure of economic vitality because it represents the net new economic activity generated over a set period, such as a year or a quarter. It includes employee compensation, business income, and taxes on production, while excluding the value of intermediate goods and services purchased as inputs at earlier stages of production. By avoiding double counting, value added measures the new value created at each stage of production. Value added is comparable to Gross Domestic Product (GDP), making it the preferred metric for assessing national or state economic growth, expansions, and recessions.

Value added can also be calculated for industries and specific businesses, but it is not the most intuitive measure of activity for an airport or individual tenant businesses. Output or revenues are typically preferred, because they describe the scale of operations in dollar terms. Output captures the full value of the business activity, while value added measures the portion remaining after intermediate purchases are removed. This report includes an estimate of value added by activity at Monterey Regional Airport to provide a more comprehensive economic accounting of the contribution of the airport, specifically to California Gross Domestic Product.

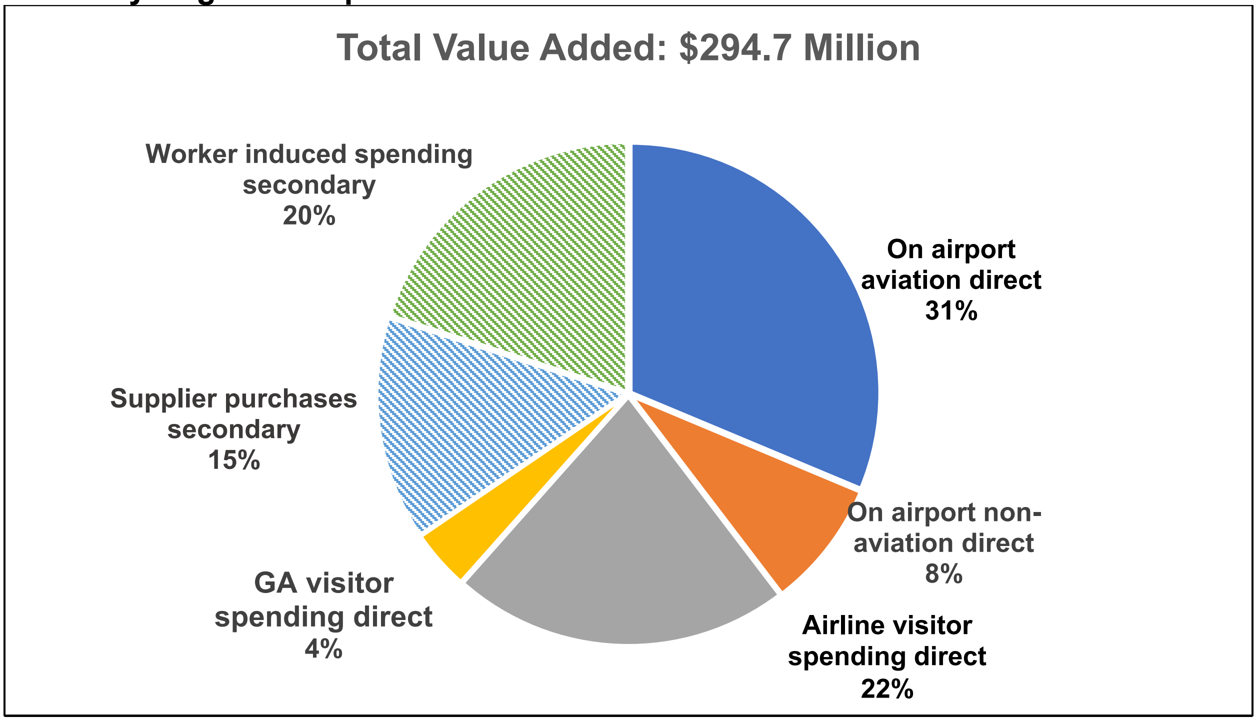
As the IMPLAN model generates economic benefit results based on direct, secondary and total output, the model also produces estimates of value added. The Monterey Regional Airport generated $486.5 million in output and nearly $295 million in value added in 2025. Approximately two-thirds of this value added resulted from direct effects, with the remaining one-third generated through secondary effects **(Figure 2)**.

Direct on-site aviation-related activities, including air travel services, passenger services, aviation support businesses, government operations, and related airport activity, generated 31 percent of total value added. Airline visitor spending accounted for 22 percent of total value added, reflecting the importance of commercial air visitors to the Monterey County tourism and hospitality economy. General aviation visitor spending contributed an additional 4 percent, representing a smaller but important source of higher-value visitor activity.

Secondary effects also made a substantial contribution to total value added. Supplier purchases accounted for 14 percent of total value added, reflecting the business-to-business activity generated when airport-related firms and visitor-serving businesses purchase goods and services from other companies. Induced worker spending contributed 20 percent, showing the effect of wages and salaries being spent by workers in the regional economy. Together, these secondary effects demonstrate that airport-related value added extends beyond the airport itself and reaches supplier firms, consumer-serving businesses, and households throughout the region.

Overall, value added of $294.7 million provides a conservative supplemental measure of Monterey Regional Airport’s economic contribution because it focuses on net production rather than gross revenues alone. In studies of airport economic benefits, output remains the preferred measure, since output describes the full scale of business activity associated with the airport, including sales, receipts, and visitor spending. Used together, output and value added provide complementary perspectives: output shows the scale of airport-related economic activity, while value added shows the airport’s net contribution to state economic production (GDP).

Figure 2
Value Added Shares by Source
Monterey Regional Airport



BENEFITS TO MONTEREY COUNTY RESIDENTS AND BUSINESSES

Consistent with FAA standard guidance on analysis of the economic benefits of airports, this report focuses on quantifiable economic variables, including employment, income, and output. In addition to these measurable benefits, the presence of Monterey Regional Airport provides residents and businesses with important qualitative and economic development (catalytic) benefits.

For residents, Monterey Regional Airport provides a convenient point of departure and access to connecting flights through major hub airports, placing destinations throughout the United States and abroad within easier reach. The presence of MRY reduces the time, cost, congestion, and uncertainty associated with driving to airports in the San Francisco Bay Area. Convenient parking, shorter lines, and a more manageable terminal particularly benefit families, older adults, students, business travelers, and residents traveling for specialized healthcare.

The airport also helps residents maintain personal and professional connections. It facilitates visits to family and friends, attendance at important events, access to educational and employment opportunities, and travel to services not available locally. At the same time, convenient inbound service makes it easier for relatives, customers, technical specialists, healthcare professionals, and other visitors to reach Monterey County.

For business, the airport creates catalytic benefits for economic growth and investment. These catalytic economic benefits are related to Monterey Regional Airport's support for non-aviation economic activity, growth, and development in the region. A study by the

Air Transport Action Group (ATAG), an international air travel organization, notes that "Air transport's most far-reaching economic contribution is via its contribution to the performance of other industries and as a facilitator of their growth. These 'catalytic' or spin-off benefits of aviation affect industries across the whole spectrum of economic activity" (see *Benefits Beyond Borders*, ATAG, 2018, pg. 11).

A modern airport fosters growth of employment and revenues across the economy when new businesses are attracted to the area, seeking a modern airport with infrastructure to accommodate corporate aircraft or commercial airline connections to financial and commercial centers. Less easy to quantify are such benefits as enhanced output-per-workers (productivity) due to the efficiencies of aviation, but studies consistently show firms using general aviation have higher profits and better overall economic performance, as businesses benefit from more efficient access to customers, suppliers, investors, and markets.

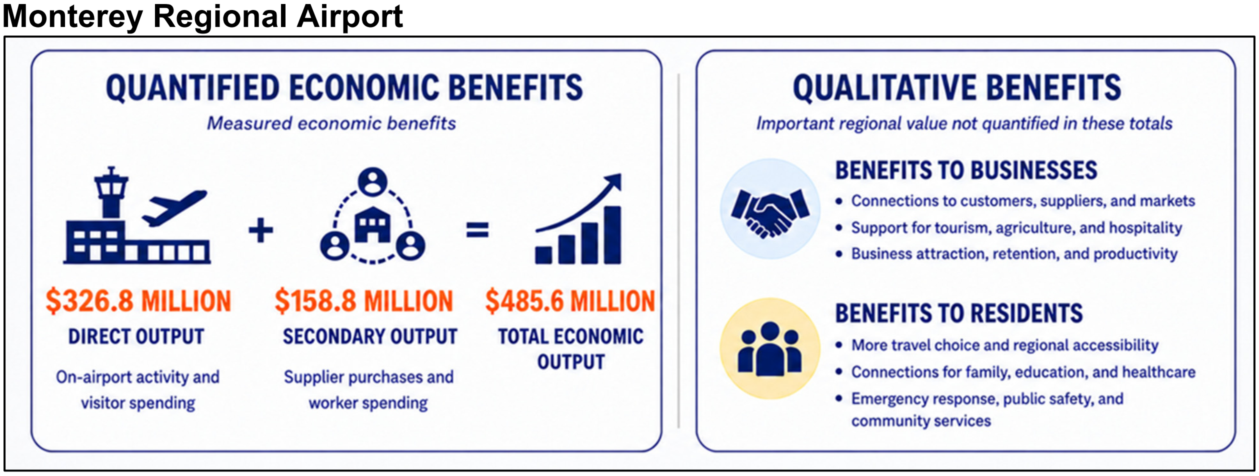
This connectivity is particularly important to Monterey County's agricultural industry, as well as its tourism and hospitality sectors, the two most important industries in the county. Reliable commercial and general aviation services can improve business connectivity, support business recruitment and retention, and enhance the region's competitiveness as a place to work, invest, and conduct business.

The airport also provides important public and social benefits. Social benefits include improved mobility, public safety, emergency response, and such vital contributions to resident well-being as organ delivery and fire control surveillance.

Its facilities support air and sea rescue, disaster response, beach and highway patrol, and the rapid movement of personnel and supplies. Although many of these benefits cannot be readily measured in dollars, they strengthen regional preparedness, accessibility, and quality of life.

Although the economic benefits created by the presence of the airport are important to the regional economy, the full value of the airport to the well-being of its residents clearly extends beyond the measurable quantified economic benefits, as shown below **(Figure 3)**.

Figure 3
Quantified and Qualitative Economic Benefits
Monterey Regional Airport



ECONOMIC BENEFITS OF THE METAMORPHOSIS PROJECT

Airport economic benefit studies are typically designed to capture benefits created at a point in time, such as a calendar or fiscal year. While most activity measures such as commercial service arrivals and departures are regularly reported for a set time period such as a fiscal or calendar year, capital expenditure projects may extend over a period of several years. In the current study, the benefits of the Metamorphosis/Safety Enhancement Project were estimated and captured for FY 2025 as $29.5 million. However, the total project is budgeted at a cost of $182.5 million. The economic benefits of the total project over the period 2025-2027 are estimated below **(Table 11)**.

Table 11
Metamorphosis Project Direct, Secondary, and Total Economic Benefits
Monterey Regional Airport

Source	Person Years Employment	Income	Output
Metamorphosis Project Direct Economic Benefits			
Design, Engineering Services	104	$9,617,253	$19,000,000
Apron, Paving, Site work	300	$28,488,536	$67,000,000
Terminal Building Construction	521	$43,176,837	$96,500,000
Direct Benefits	925	$81,282,626	$182,500,000
Metamorphosis Project Secondary Economic Benefits			
Supplier Purchases	140	$11,415,243	$34,426,324
Worker Spending	239	$16,486,130	$46,591,475
Secondary Benefits	379	$27,901,373	$81,017,798
Total Metamorphosis Project Economic Benefits			
Total Benefits	1,304	$109,183,999	$263,517,798

Source: Derived from Monterey Peninsula Airport District FY 2026 Capital Budget, Resolution No. 1907, June 18, 2025, and Monterey Regional Airport MRY Metamorphosis public project materials.

The MRY Metamorphosis Project includes design and engineering services, apron and paving improvements, site work, and building construction. Because this is a multi-year capital investment rather than an ongoing annual airport operation, the results should be interpreted as total project-period benefits. Employment is reported as person-year employment, while income and output represent cumulative economic activity generated over the duration of the project work.

The direct cost/output values used in the Metamorphosis Project impact analysis were developed from official Monterey Peninsula Airport District capital budget materials for the MRY Metamorphosis / Safety Enhancement Program. The District's FY 2026 Capital Budget identifies the principal project components as Phase D1 terminal design, Phase B2 commercial apron construction, Phase D3 landside roadway circulation, Phase D3 parking, and the replacement passenger terminal. These official project components total approximately $182.5 million. The airport's public project materials further describe MRY Metamorphosis as a multiphase transformation that includes a replacement passenger terminal and adjacent aircraft parking apron.

Direct economic benefits represent the first round of activity generated by the project expenditures themselves. These direct effects include the employment, income, and business output associated with firms engaged in design, engineering, construction, paving, site preparation, terminal construction, and related project work. As shown in Table 2, the Metamorphosis Project generates 925 person-year jobs, $81.3 million in income, and $182.5 million in direct output. These direct benefits reflect the size of the project budget and the scale of professional service and construction activity required to complete the airport modernization program.

Terminal building construction is the largest direct component of the project. It accounts for 521 person-year jobs, $43.2 million in income, and $96.5 million in output. This reflects labor, materials, contractor services, building systems, interior improvements, and related construction activity. Apron, paving, and site work generate 300 person-year jobs, $28.5 million in income, and $67.0 million in output. This category captures the heavy civil and infrastructure components of the project, including apron improvements, pavement, utilities, site preparation, access improvements, and related construction activities. Design and engineering services add 104 person-year jobs, $9.6 million in income, and $19.0 million in output, reflecting the professional and technical services needed to plan, design, engineer, inspect, and manage a major airport capital project.

Secondary economic benefits measure the additional activity generated as direct project spending moves through the regional economy. These benefits occur through two primary channels: supplier purchases and worker spending. Supplier purchase benefits arise when firms directly involved in the project purchase goods and services from other businesses. These may include construction materials, equipment, fuel, utilities, insurance, professional services, subcontracted work, transportation, maintenance, and other operating inputs. Supplier purchases associated with the Metamorphosis Project generate 140 person-year jobs, $11.4 million in income, and $34.4 million in output.

Worker spending benefits occur when employees whose income is supported by the project spend part of their wages and salaries in the regional economy. This household spending supports additional activity in housing, food services, retail, health care, transportation, personal services, recreation, and other consumer-serving industries. Worker spending generates 239 person-year jobs, $16.5 million in income, and $46.6 million in output. The worker-spending effect is larger than the supplier-purchase effect in employment, income, and output, indicating that labor income generated by the project is an important mechanism through which the benefits of the capital program extend into the broader economy.

Combined secondary benefits total 379 person-year jobs, $27.9 million in income, and $81.0 million in output. These secondary effects add substantially to the project's total economic contribution. For every $1,000,000 of direct project output (expenditures), the

Metamorphosis Project generates approximately $444,000 across the general economy in additional secondary output through supplier purchases and worker spending. This demonstrates that the project's economic effects are not limited to the contractors and professional service firms directly engaged in the work, but also extend to businesses and households throughout the regional economy.

The Metamorphosis Program is anchored by a new terminal welcoming travelers by 2027.

When direct and secondary effects are combined, the MRY Metamorphosis Project generates an estimated 1,304 person-year jobs, $109.2 million in income, and $263.5 million in total output. These results show that the project is both a major airport infrastructure investment and a significant temporary source of regional economic activity. The project creates direct benefits through construction and professional service expenditures, while secondary benefits are generated through business supply chains and household income circulation.

Because the analysis measures a multi-year capital project, the employment estimates should be understood as cumulative person-year employment over the project period, not as permanent ongoing jobs. Income and output should similarly be interpreted as cumulative economic benefits generated during the construction and development period.

DATA SOURCES AND REFERENCES

1. Air Transport Action Group, *Benefits Beyond Borders*, 2018
2. Aircraft Owners and Pilots Association, Airport Data Base
3. FAA, Air Traffic Activity Data System (ATADS)
4. FAA, Civil Aircraft Registry
5. FAA*, The Economic Impact of Civil Aviation on the U.S. Economy*, 2024
6. FAA, Terminal Area Forecast (TAF)
7. FlightAware Airport Flight Tracker System (flightaware.com)
8. U.S. General Services Administration – Per Diem Rates
9. IMPLAN Group, LLC, Huntersville, NC (implan.com)
10. Longwoods International (longwoods.com)
11. Monterey County Convention & Visitors Bureau (gomonterey.org)
12. Monterey Peninsula Airport District
13. Monterey Regional Airport, Monterey County, California
14. PricewaterhouseCoopers, *Contribution of General Aviation to the US Economy*
15. See Monterey (seemonterey.com)
16. U.S. Bureau of Economic Analysis
17. U.S. Department of Transportation, *Origination & Destination Survey*, 2025

AGENDA ITEM: G-2
DATE: July 23, 2026

TO: Monterey Peninsula Airport District Board of Directors
FROM: Christine Morello, Executive Director
SUBJ: Hangar Accessibility for General Aviation Tenants

BACKGROUND. The Monterey Peninsula Airport District administers access control and badging requirements in accordance with the Airport Security Program (ASP) approved by the Transportation Security Administration. Under federal regulation, airport issued badges and gate permissions are assigned based on operational necessity, security requirements, and compliance with applicable Transportation Security Regulations (TSRs).

General aviation tenants, aircraft owners, maintenance providers, and other authorized users may be granted access to secured areas necessary to conduct approved activities. The Airport's access control program is designed to provide the level of access required to support airport operations while protecting the integrity of the Airport Security Program.

Additionally, hangar facilities throughout the Airport operate under different leasehold and management structures. Some facilities are managed directly by the Airport, while others are controlled by individual tenants or aircraft maintenance providers. As a result, access procedures and operational responsibilities vary between hangar complexes.

This report is intended to clarify the Airport's existing access control practices and the application of those practices in response to recent questions regarding tenant access within secured general aviation areas. It does not propose any changes to the Airport's current security or badging policies.

DISCUSSION. The Airport has received questions regarding requests for expanded gate access within secured general aviation areas. These requests most commonly arise when an aircraft is relocated to another hangar for maintenance or when a tenant seeks an alternate means of entering a secured area due to a temporary gate outage.

While aircraft ownership or tenancy establishes a legitimate need to access an aircraft, it does not automatically warrant unrestricted access to every gate serving a secured area. Consistent with TSA requirements and the Airport Security Program, access permissions are assigned using the principle of operational necessity, providing only the access required to perform authorized activities.

This approach preserves accountability for secured access points, limits unnecessary security exposure, and recognizes the operational responsibilities of hangar operators and maintenance providers. When a tenant requires access outside of their assigned permissions, the Airport coordinates with the applicable hangar operator, maintenance provider, or other authorized party to facilitate access while maintaining compliance with the Airport Security Program.

When a gate serving a secured area is temporarily unavailable, the Airport will implement operational procedures to maintain access while preserving security. For planned or long-term outages, Airport Operations will post signage at the affected gate identifying alternate access points or other access instructions. Where operationally appropriate, badge holders may be temporarily granted access through an alternate gate to support continued operations. These measures are evaluated on a case-by-case basis based on operational need, security considerations, and the duration of the outage.

For unplanned gate outages or when access instructions are not readily available, badge holders should contact the Monterey Regional Airport Police non-emergency line, posted on badge and all gates, to report the outage and request assistance. Airport Police and/or Operations personnel will coordinate the response, which may include verifying badge validity, confirming the individual's operational need for access, and directing the badge holder to an appropriate entry point. Depending on operational conditions, this process may require additional time before access can be provided.

IMPACT ON OPERATIONS. Maintaining access controls based on operational necessity supports compliance with TSA security requirements, protects the integrity of the Airport Security Program, and ensures the consistent administration of access privileges across all secured areas of the Airport. This approach balances the operational needs of tenants with the Airport's responsibility to safeguard critical infrastructure and maintain secure airport operations. While access restrictions may occasionally require additional coordination during unusual circumstances, such events have been infrequent. Over the past twelve months, the Airport has experienced approximately three vehicle gate outages resulting from severe weather or power disruptions. During these events, Airport Operations and the Police Department coordinated alternative access procedures to maintain security while minimizing operational impacts.

It is also important to recognize that access through a vehicle gate provides entry to the Airport Operations Area (AOA), which is a driver-sensitive environment where transiting from area to area may require specialized training and familiarity with airport operating procedures. Badge holders authorized to drive within the AOA receive training specific to the areas they are expected to access including rules and situational awareness requirements. Expanding vehicle gate access beyond an individual's operational area increases the potential for runway or taxiway incursions, exposes personnel to unfamiliar operating environments, and may place individuals in areas where they have limited knowledge of operational hazards. Limiting vehicle gate access to the minimum level necessary helps reduce these risks while supporting the safe and secure movement of personnel and aircraft throughout the Airport.

AGENDA ITEM: G-3
DATE: July 23, 2026

TO: Monterey Peninsula Airport District Board of Directors
FROM: Christine Morello, Executive Director
SUBJ: Update to Employee Handbook, Personnel Policy Manual 2026

BACKGROUND. The Board received a brief presentation regarding the updated policies and procedures applicable to the employees of the Monterey Peninsula Airport District at the June 25, 2026 meeting. The Board had discussion on two policies; 16.00 *Grievances* and 5.02 *Artificial Intelligence (AI).*

The remainder of the updated Employee Handbook, Personnel Policy Manual 2026 was accepted and adopted at the June 25, 2026 meeting.

STAFF ANALYSIS. Discussion regarding section 16.00 Grievances; after review of the handbook it was determined that the information that was discussed at the June meeting should be included in section 4.03 *Reporting Discrimination, Harassment, Retaliation & Abusive Conduct*. Section 4.3 has been updated to reflect the requested changes.

No edits have been made to section 16.0 Grievances as that section complies with standard practices and legal requirements.

Section 5.02 has been edited to provide additional clarity as it relates to AI platforms.

Attached are redline updates to those policies.

FISCAL IMPACT. None.

RECOMMENDATION. Approve sections 4.03 and 5.02 of the Employee Handbook, Personnel Policy Manual 2026.

ATTACHMENTS.
Updated sections 4.03 and 5.02 of the Employee Handbook, Personnel Policy Manual 2026

Conduct may violate this policy even if:

- The conduct was not intended to offend;
- The individual engaging in the conduct believed it was welcome or humorous;
- No prior complaint was made regarding similar conduct;
- The conduct was not directed at a specific individual;
- The conduct occurred electronically, remotely, or outside the workplace in connection with work-related activities.

Complaint Reporting Procedures
Employees and covered individuals who believe they have experienced, witnessed, or become aware of conduct that may violate this policy should promptly report the conduct to:

- A supervisor or manager;
- Human Resources;
- The Executive Director; or
- Another appropriate District representative.

Supervisors and managers who receive complaints or become aware of possible violations of this policy are required to report the matter to Human Resources or the appropriate management representative within one business day OR as soon as reasonably possible thereafter.

The District will promptly and appropriately review complaints and may conduct investigations as necessary. Investigations will be conducted as confidentially as reasonably possible consistent with the need to conduct an appropriate review and take corrective action.

Corrective Action
If the District determines that conduct in violation of this policy has occurred, appropriate corrective action will be taken. Corrective action may include counseling, training, written reprimand, reassignment, suspension, termination of employment, removal from Airport property, cancellation of contracts, or other appropriate remedial measures.

External Agencies
Individuals may also file complaints with external agencies, including:

- The Equal Employment Opportunity Commission ("EEOC"); or
- The California Civil Rights Department ("CRD").

Nothing in this policy prevents any individual from exercising rights protected by applicable law.

4.03 Reporting Discrimination, Harassment, Retaliation & Abusive Conduct

Any covered individual who believes they have been subjected to discrimination, harassment, retaliation, or abusive conduct in violation of this policy is encouraged to report the conduct immediately. Complaints may be made orally or in writing to any supervisor, manager, Department Head, Human Resources representative, the Executive Director, or another appropriate District representative, including District Counsel, without regard to chain of command.

Supervisors and managers who receive a complaint or become aware of possible conduct that may violate this policy are required to promptly notify Human Resources or the appropriate management representative.

The Monterey Peninsula Airport District will promptly, appropriately, and impartially review complaints and take reasonable steps to address concerns, maintain workplace safety, and prevent further misconduct or retaliation.

Complaint Documentation
Individuals reporting concerns may be asked to document the complaint in writing using a District complaint form or other written statement to assist with review and investigation. If the complainant declines or is unable to prepare a written statement, the receiving supervisor, manager, ~~or~~ Human Resources representative, or District representative, including District Counsel, shall document the complaint based on the information provided.

Complaint documentation may include:

- The date the complaint was received;
- The individuals involved;
- A description of the alleged conduct;
- Dates, locations, or witnesses, if known;
- Any supporting information or documentation provided.

Initial Assessment & Interim Measures
Upon receiving a complaint, the District may conduct an initial assessment to determine whether interim measures are necessary to maintain workplace safety, prevent further misconduct, protect employees, preserve the integrity of the review process, or support Airport operations.
Interim measures may include, but are not limited to:

- Temporary reassignment;
- Schedule modifications;
- Separation of employees;
- Administrative leave;
- Temporary modification of reporting relationships;
- Workplace safety measures;
- No-contact directives;
- Operational or security-related restrictions.

Interim measures are intended to be non-disciplinary unless otherwise communicated and may be implemented based on operational, safety, or investigative needs.

Intake & Preliminary Review
Human Resources or an authorized management representative may conduct an intake or preliminary review process to:

- Clarify allegations and identify involved parties;
- Assess the nature and scope of the complaint;
- Identify potential policy violations;
- Determine whether immediate action is necessary;
- Evaluate whether the matter should proceed to formal investigation, informal resolution, management intervention, or other administrative action.

The intake process is administrative in nature and is intended to assist the District in determining an appropriate response to the reported concerns.

Workplace Investigations
If the District determines that an investigation is appropriate, the investigation will generally be conducted in a timely, thorough, impartial, and appropriately confidential manner consistent with applicable law and operational needs.

Investigations may include interviews with:

- The complainant;
- The subject of the complaint;
- Witnesses;
- Supervisors or managers;
- Other individuals with relevant information.

The District may also review documents, electronic communications, photographs, video recordings, access records, personnel records, policies, or other information relevant to the matter.

At the conclusion of the review or investigation, the District will determine whether this policy or other District policies were violated and what corrective or remedial action, if any, is appropriate.

Confidentiality
The District will make reasonable efforts to maintain confidentiality during the complaint review and investigation process consistent with the need to conduct an appropriate review, maintain workplace safety, fulfill legal obligations, and protect the rights of all individuals involved.

Complete confidentiality cannot be guaranteed. Information may be shared on a need-to-know basis with individuals involved in the review, investigation, corrective action process, legal compliance, or operational response.

Employees are required to cooperate honestly and professionally during investigations and are prohibited from knowingly providing false information, interfering with investigations, retaliating against individuals involved in the process, or attempting to improperly influence witnesses.

Corrective & Remedial Action
If the District determines that conduct in violation of this policy has occurred, the District will take prompt and appropriate corrective or remedial action. Corrective action may include counseling, training, reassignment, written reprimand, suspension, termination, removal from Airport property, contract termination, or other appropriate administrative action.

The District may also take steps intended to prevent future misconduct, protect affected individuals, and maintain a professional and respectful workplace.

External Reporting Rights
Nothing in this policy prevents any individual from reporting concerns to, or filing complaints with, external agencies, including:

- The Equal Employment Opportunity Commission (“EEOC”); or
- The California Civil Rights Department (“CRD”).

Individuals retain all rights provided under applicable federal, state, and local laws.

Interests disclosing certain personal financial interests. These positions are required to file the applicable individual schedules to report investments, business positions, sources of income and interests in real property located in the District's jurisdiction. The applicable schedules to be filed for each position are based on the disclosure category assigned to the designated position.

Designated positions
Board Member - Category 1
Executive Director - Category 1
Deputy Executive Director – Category 1
Controller – Category 1
Consultant - Category 2

Disclosure Categories

Disclosure Category 1 - Persons in this category shall disclose:

Interests in real property located entirely or partly within District boundaries, or within two miles of District boundaries, or of any landed owned or used by the District.

Investments or business positions in or income (including gifts, loans and travel payments) from sources that provide, plan to provide, or have provided in the last two years facilities, goods, software, hardware, or services, including consulting services, to the District, or are engaged in the acquisition of real property within the District.

Disclosure Category 2 - Persons in this category shall disclose:

Consultants shall disclose pursuant to the broadest disclosure category in the conflict of interest code subject to the following limitation: the District may determine in writing that a particular consultant is hired to perform a range of duties that is limited in scope and, thus, is not required to comply with the full disclosure requirements described above, but instead must comply with more tailored disclosure requirements specific to that consultant. Such a determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of the disclosure requirements.

The State Attorney General's Office offers public employees an online ethics tutorial covering conflicts of interest. In addition, the State of California's Fair Political Practices Commission has a website http://www.fppc.ca.gov/ and hotline 1 (866) ASK-FPPC.

5.02 Artificial Intelligence (AI)

The District recognizes that artificial intelligence ("AI") technologies, including generative AI platforms and automated decision-making tools, present potential operational benefits as well as significant legal, cybersecurity, confidentiality, operational, ethical, and public records risks. The purpose of this policy is to establish strict limitations and controls governing employee use of AI technologies to protect District information, maintain public trust, ensure legal compliance, safeguard confidential and sensitive data, and preserve the integrity of District operations and decision-making.

This policy applies to all District employees, temporary employees, interns, volunteers, and any individual authorized to access District systems, networks, information, or technology resources.

For purposes of this policy, artificial intelligence ("AI") includes any software, platform, application, chatbot, algorithm, machine learning tool, generative AI system, large language model, automated writing platform, image-generation system, predictive analytics tool, or other technology capable of independently generating, analyzing, processing, summarizing, interpreting, or creating content, recommendations, communications, images, audio, video, or decisions based upon user-provided information or automated data processing.

Examples include, but are not limited to, publicly available or privately hosted AI systems such as chatbots, automated writing assistants, image-generation platforms, coding assistants, transcription tools, summarization platforms, predictive analytics systems, and automated decision-support tools.

~~District employees are prohibited from using AI technologies for District business unless the specific AI platform and intended use have been expressly reviewed and approved in writing by the Executive Director or authorized designee in consultation with any other appropriate department.~~

The District permits access to certain AI platforms, whenever practicable, that meet Information Technology (IT) privacy and security standards and have been vetted and approved for use. AI systems and the data contained therein that have been purchased, configured, developed, operated, and maintained by the IT team are approved uses.

The use of personal AI accounts, ~~publicly available AI tools, browser-based AI services, or~~ and unapproved third-party AI applications for District business is strictly prohibited.

Employees shall not input, upload, transmit, disclose, or expose District information into any unapproved AI platform unless expressly authorized in writing. This prohibition applies regardless of whether the AI platform claims information is encrypted, private, deleted, anonymized, or not retained.

Prohibited Uses

~~Unless expressly authorized in writing, employees are prohibited from using AI technologies for any of the following purposes:~~

Employees are prohibited from using unapproved AI technologies for the following purposes: Preparing, drafting, reviewing, or editing official District communications, policies, procedures, business documents, personnel records, performance evaluations, disciplinary materials, investigative reports, procurement documents, contracts, Board materials, financial information, security-related information, operational procedures, or public statements.

Unless expressly authorized in writing, employees are prohibited from using AI technologies for any of the following purposes:

Uploading or transmitting confidential, privileged, protected, sensitive, proprietary, security-sensitive, personnel-related, medical, legal, financial, operational, infrastructure, cybersecurity, or public safety information.

Using AI systems to make or influence employment decisions, disciplinary decisions, hiring decisions, promotional decisions, compensation decisions, investigative findings, safety determinations, operational decisions, procurement evaluations, or other discretionary governmental determinations.

Using AI-generated information as a substitute for professional judgment, supervisory review, legal review, policy interpretation, technical expertise, or independent analysis.

Using AI systems to generate images, audio, video, or content representing the District, its employees, facilities, operations, or the public without express authorization.

Using AI platforms that automatically retain, learn from, store, scrape, share, or redistribute user-submitted data.

Installing unauthorized AI software, browser extensions, plug-ins, applications, or integrations onto District devices, systems, or networks.

Cybersecurity and Data Protection

AI platforms may create significant cybersecurity, privacy, confidentiality, and public records risks. Employees shall comply with all District cybersecurity policies, records retention requirements, confidentiality obligations, and applicable laws when using technology resources.

Employees shall not circumvent District cybersecurity controls or use personal devices or accounts to access AI tools for District business purposes.

Any suspected unauthorized use of AI technologies, data exposure, or cybersecurity concern involving AI platforms must be immediately reported to District management and Information Technology personnel.

Public Records and Legal Compliance

Employees are advised that records, prompts, submissions, communications, metadata, and outputs associated with AI systems may constitute public records subject to disclosure under the California Public Records Act ("CPRA"), litigation discovery obligations, audit requirements, or other legal processes.

Employees shall not use AI technologies in any manner that compromises records retention obligations, confidentiality requirements, attorney-client privilege, investigative integrity, cybersecurity protections, or legal compliance obligations.

Accuracy and Reliability

AI-generated content may contain inaccuracies, fabricated information, biased results, incomplete analysis, or outdated information. The District prohibits reliance upon AI-generated outputs for official governmental decision-making unless independently verified, reviewed, and expressly authorized.

Employees remain personally responsible for the accuracy, legality, appropriateness, completeness, and professional quality of all work product, communications, and decisions associated with District operations.

Monitoring and Enforcement

The District reserves the right to monitor, inspect, audit, review, and investigate employee technology use, internet activity, software access, uploads, downloads, electronic communications, and system activity involving AI technologies consistent with applicable law and District policy.

Employees shall have no expectation of privacy when using District systems, devices, or networks.

Violation of this policy may result in disciplinary action up to and including termination of employment, revocation of system access, civil liability, criminal liability, and any other corrective action authorized by law or District policy.

The District reserves the right to restrict, prohibit, authorize, modify, suspend, or regulate employee use of AI technologies at any time based upon operational, legal, cybersecurity, public safety, or organizational considerations.

Nothing in this policy creates a right or authorization for employees to use AI technologies for District business.

5.03 Employee Identification Badge

The District issues employee identification badges to enhance security, facilitate identification, and support efficient operations. Employees are expected to comply with this policy and any related procedures governing the issuance, display, care, and return of identification badges.

Issuance of Identification Badges
Employee identification badges are issued by the Airport Security Coordinator, or their designee or another designated department at the time of hire or as otherwise required. Badges remain the property of the District and are issued for official District business only. The District may determine the format and content of identification badges, which may include the employee's name, photograph, job title or department, and access credentials, as appropriate.

Display and Use
Employees may be required to visibly display their identification badge while on duty, in District facilities, or when representing the District in an official capacity. Badges must be worn or carried as directed and used only by the employee to whom they are issued. Identification badges may not be altered, shared, or used by any other individual.

Access and Security
Identification badges are used to control access to District facilities, work areas, vehicles, equipment, or electronic systems. Employees are responsible for safeguarding their badge and for preventing unauthorized use in accordance with the Department of Homeland Security rules and regulations.

Lost, Stolen, or Damaged Badges
Employees must promptly report lost, stolen, or damaged identification badges to their supervisor and Human Resources or the designated issuing department. The District may deactivate lost or stolen badges to prevent unauthorized access. Replacement badges may be issued, and the District may charge a replacement fee where permitted by law or policy.

Return of Badges
Identification badges must be returned to the District upon separation from employment, transfer

AGENDA ITEM: G-4
DATE: July 23, 2026

TO: Monterey Peninsula Airport District Board of Directors
FROM: Christine Morello, Executive Director
SUBJ: Resolution No. 1936, A Resolution Granting a Public Road Easement with the City of Monterey and Outlining Ongoing Obligations for the Roundabout at Olmsted and Garden Road

BACKGROUND. Monterey Peninsula Airport District is constructing improvements to the intersection of Olmsted and Garden Road and Fred Kane Drive to better accommodate roadway traffic at the Monterey Regional Airport as part of the Safety Enhancement Program, Replacement Terminal Project construction.

The improvements include construction of a new roundabout at the Intersection. This intersection change is a required environmental mitigation measure related to the construction of the replacement terminal complex construction.

It was determined in the EIR that the roundabout at the Intersection will optimize traffic flow in and out of the Airport and Garden Road, reduce speeds of vehicles, and result in fewer vehicle collisions. Other improvements will include landscaping and improved roadway aesthetics.

The easement is required to provide the public with the right of way needed to navigate the new roundabout and to accommodate the area within the Airport boundaries for the larger intersection. The City will maintain the new roadway pavement while the airport will maintain the surrounding landscaping and signage.

Conveying an interest in real property, such as an easement, requires authorization by the governing body to have the easement recorded.

IMPACT ON BUDGET. There are no fees associated with this Easement.

SOURCE OF FUNDS. N/A

IMPACT ON OPERATIONS. There will be no impact on Airside Airport operations. The project team will work with all tenants that could be affected by this project to minimize the interruption to their business.

SCHEDULE. The signature of the document will allow the Landside Project team to complete construction as soon as possible for the Replacement Terminal Complex project.

RECOMMENDATION. Adopt Resolution No. 1936, A Resolution Granting a Public Road Easement with the City of Monterey and Outlining Ongoing Obligations for the Roundabout at Olmsted and Garden Road.

ATTACHMENTS
Resolution No. 1936
Easement Agreement

RESOLUTION NO. 1936

A RESOLUTION GRANTING A PUBLIC ROAD EASEMENT WITH THE CITY OF MONTEREY AND OUTLINING ONGOING OBLIGATIONS FOR THE ROUNDABOUT AT OLMSTED AND GARDEN ROAD

WHEREAS, Monterey Peninsula Airport District is the fee owner of a portion of a parcel of land as more particularly described and depicted in Exhibit A ("Subject Property") attached hereto and which is incorporated by reference herein; and

WHEREAS, the Airport proposes improvements to the intersection of Olmsted and Garden Road to better accommodate roadway traffic at the Monterey Regional Airport; and

WHEREAS, the improvements shall include construction of a new roundabout at the Intersection. This intersection change is a required environmental mitigation measure related to Owner's construction of the new Airport terminal; and

WHEREAS, the roundabout at the Intersection will optimize traffic flow in and out of the Airport and Garden Road, reduce speeds of vehicles, and result in fewer vehicle collisions. Other improvements will include landscaping and improved roadway aesthetics; and

WHEREAS, a condition of approval from the City of Monterey for the construction required a roadway easement be dedicated for the additional intersection area prior to the final acceptance of the improvements.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT THAT: The above recitals are true and correct and are hereby adopted as findings of the Board of Directors as if fully set forth herein.

NOW, THEREFORE, BE IT FURTHER RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT THAT:

1. Accepts the roadway easement located at the intersection of Olmsted Road and Garden Road, as shown on Exhibit A; and

2. That the Executive Director of the District, or designee, is hereby authorized to execute the proposed easement, and any and all other documents as may be required and to affix thereto the official seal of the District to the Easement Agreement.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 23rd day of July, 2026, by the following roll call vote:

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

Signed this 23rd day of July 2026

Danial Pick, Chair

A T T E S T

Christine Morello
District Secretary

PURSUANT TO GOVERNMENT CODE §6103 NO FEE IS REQUIRED FOR THE RECORDATION OF THIS DOCUMENT

WHEN RECORDED MAIL TO:
City Clerk
City Of Monterey
580 Pacific Street
Monterey, CA 93940

RECORDING REQUESTED BY:
City of Monterey
580 Pacific Street
Monterey, CA 93940

A.P.N. 032-082-013

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT ("Agreement") is made and entered into this ____ day of July, 2026, by and between **Monterey Peninsula Airport District,** herein called "Owner" and the **CITY OF MONTEREY**, herein called "City," collectively referred to as the "Parties."

WITNESSETH:

WHEREAS, Owner is the fee owner of a portion of a parcel of land as more particularly described and depicted in Exhibit A ("Subject Property") attached hereto and which is incorporated by reference herein.

WHEREAS, the Airport proposes improvements to the intersection of Olmsted and Garden Road ("Intersection") to better accommodate roadway traffic at the Monterey Regional Airport ("Airport").

WHEREAS, the improvements shall include construction of a new roundabout at the Intersection. This intersection change is a required environmental mitigation measure related to Owner's construction of the new Airport terminal.

WHEREAS, the roundabout at the Intersection will optimize traffic flow in and out of the Airport and Garden Road, reduce speeds of vehicles, and result in fewer vehicle collisions. Other improvements will include landscaping and improved roadway aesthetics.

WHEREAS, the Parties desire by this Agreement to provide for the grant of a permanent easement as described in Exhibit A.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual terms, covenants, and conditions contained in this Agreement and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Owner and City agree as follows:

1. Grant of Permanent Easement and Ongoing Obligations of City. Owner grants and conveys to the City a permanent easement upon, under, over, and across the surface of the Subject Property for the purposes of providing a public right-of-way for pedestrian and vehicular traffic, providing roadway maintenance following installation by the Owner, including but not limited to maintenance of the roundabout and its infrastructure, street maintenance, and striping for vehicular traffic. Following installation by the Owner, the roadway maintenance outlined in this paragraph shall be performed at the sole cost and expense of the City. The easement shall be held open in accordance with applicable municipal standards, and the City shall have the right to regulate and control access to the easement in compliance with public safety and traffic laws.

2. Construction of Improvements at Intersection. At Owner's sole cost and expense, Owner shall construct and install the improvements at the Intersection, including but not limited to the roundabout, landscaping, and any infrastructure required for the installation of the improvements.

3. Ongoing Obligations of Owner. Owner shall install and maintain the intersection landscaping and irrigation systems, including within the center of roundabout, splitter islands, and park strips. Maintenance includes ongoing plant replacement, pruning, mowing, weed abatement, irrigation repairs, and litter removal. Owner shall install and maintain the airport signage and lighting of the sign, electrical service, bulb replacement, fixture maintenance, and controller maintenance. The landscape and sign maintenance outlined in this paragraph shall be performed at the sole cost and expense of Owner.

4. Covenants Run with Land. The word "Owner" as used herein, whenever the context requires or permits, shall include the heirs, personal representatives, beneficiaries, successors, grantees and assigns of the owners of the land through which the easement runs, or the respective owners from time to time of portions thereof. The burdens and benefits of this Easement Agreement shall be deemed covenants running with the easements and land, pursuant to any and all applicable laws, including, but not limited to California Civil Code section 1468. Notwithstanding any contrary provision in this Easement Agreement, however, any obligation under this Easement Agreement which is to be performed by the owner of any land which is burdened by this Easement Agreement shall be enforceable only against the then owner of such land, and not against any such owner's predecessors in interest.

5. Duration of Easement. City shall have perpetual access to the Property for purposes of ongoing use and maintenance of the Intersection roundabout, so long as the City complies with the terms and conditions of this Easement Agreement.

6. Further Assurances. Owner and City agree to perform any further acts and to execute any documents that may be reasonably necessary to carry out the purposes and provisions of this Agreement.

7. Entire Agreement, Modification. This Agreement constitutes the entire agreement between Owner and the City concerning the subject matter hereof. This agreement may not be amended or rescinded, in whole or in part, except by written and recorded instrument executed by all of the then owners of record.

8. Severability. The invalidation of any of the provisions contained in this Agreement, or the application thereof to any person by judgment or court order, shall in no way affect any of the other provisions hereof, or the application thereof to any other person, and the same remain in full force and effect to the maximum extent possible.

9. Miscellaneous.

a) Owner shall have all rights to the Property not granted by this Easement.
b) Governing Law. This Easement Agreement shall be governed by and interpreted in accordance with the laws of the State of California..
c) Authority. Each party hereto and the persons signing below on such party's behalf is authorized to do so and to bind such party to the terms of this Agreement.
d) It is understood and agreed that by the Parties that this Agreement has been arrived at through the negotiation and deliberation by the Parties, with each party having had the opportunity to review and revise this Agreement and to discuss the terms and effect this Agreement with counsel of its choice.
e) The Easement described above shall be of no force and effect until this Easement Agreement is duly and validly executed by Owner and the City.

IN WITNESS WHEREOF, the Parties hereto have executed the Easement Agreement as of the date first written above.

Monterey Peninsula Airport District
By: Christine Morello

City of Monterey
By: Tyller Williamson, Mayor

(see attached notary)

EXHIBIT A

LEGAL DESCRIPTION AND MAP OF DESCRIBED AREA

Legal Description
of a Public Road Easement
Olmsted Road at Garden Road

Certain real property situate in the County of Monterey, State of California, being a portion of that certain 10.0 acre parcel of land described in the grant deed from Joseph Kirkwood Jr. to the Monterey Peninsula Airport District, recorded February 28, 1957 in Book 1773, Page 595, Official Records of Monterey County, described as follows:

Beginning at a point on the easterly sideline of Olmsted Road (a city road, 80.00 feet wide) as shown on the map filed for record in Volume 11 of Parcel Maps at Page 89 in the office of the County Recorder of said County, said easterly sideline being also the westerly boundary of said land described in said deed, said point of beginning being at the intersection of said easterly sideline with the easterly prolongation of the centerline of Garden Road as shown on said map (said point of beginning bears South 58°42' East, 80.00 feet along said centerline of Garden Road from a street monument marking the intersection of said centerline with the westerly sideline of Olmsted road as shown on said map); thence along said easterly sideline

1) North 31°18'00" East, 91.26 feet; thence departing said easterly sideline of Olmsted road
2) South 73°47'20" East, 14.39 feet; thence
3) Southerly 42.20 feet along the arc of a non-tangent curve to the left having a radius of 158.00 feet (a radial bearing to the center point of said curve bears South 73°00'51" East), through a central angle of 15°18'13"; thence
4) Southeasterly 35.50 feet along the arc of a compound curve to the left having a radius of 28.00 feet, through a central angle of 72°38'56"; thence non-tangentially
5) South 22°38'58" West, 88.87 feet; thence
6) Westerly 22.78 feet along the arc of a non-tangent curve to the left having a radius of 77.00 feet (a radial bearing to the center point of said curve bears South 28°48'20" West), through a central angle of 16°57'03"; thence
7) Westerly 34.39 feet along the arc of a compound curve to the left having a radius of 133.00 feet, through a central angle of 14°48'47"; thence
8) Westerly 32.33 feet along the arc of a compound curve to the left having a radius of 58.00 feet, through a central angle of 31°56'07" to a point along said easterly sideline of Olmsted Road; thence along said easterly sideline
9) North 31°18'00" East, 89.73 feet to the POINT OF BEGINNING.

Containing 0.186 acres (8,105 square feet), more or less.

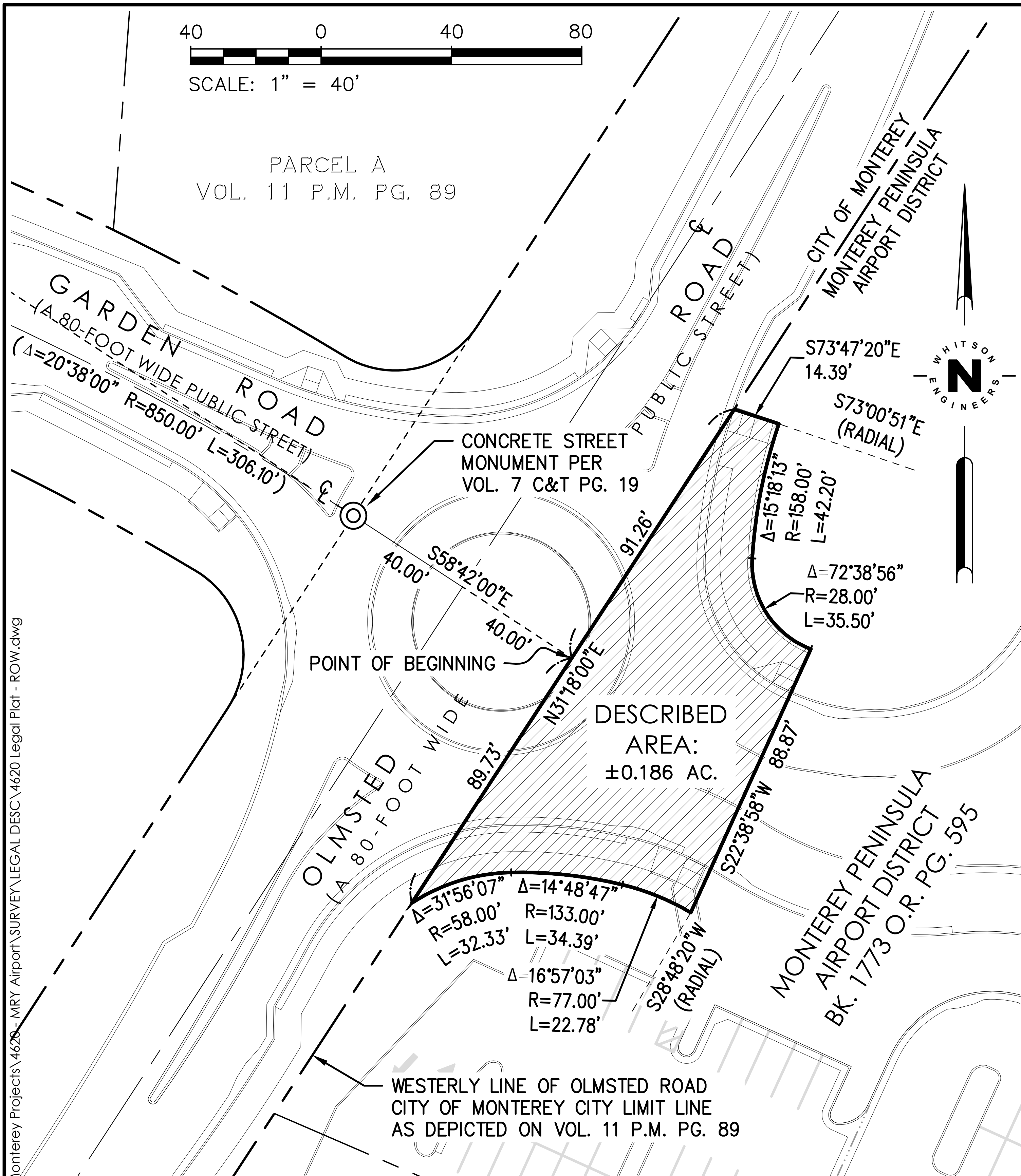
As shown on the plat attached hereto and made a part hereof.

END OF DESCRIPTION

PREPARED BY:
WHITSON ENGINEERS

9/23/2025

RICHARD P. WEBER P.L.S. DATE
L.S. No. 8002
Job No.: 4620.00



NOTE: PROPOSED ROAD IMPROVEMENTS SHOWN FOR REFERENCE ONLY.

PLAT TO ACCOMPANY DESCRIPTION

OF RIGHT-OF-WAY TO BE DEDICATED TO THE CITY OF MONTEREY

MONTEREY, CALIFORNIA

PROJECT No.: 4620.00

9/23/25

Whitson ENGINEERS

Civil Engineering + Land Surveying
6 Harris Court
Monterey, CA 93940
831.649.5225
whitsonengineers.com

AGENDA ITEM: G-5
DATE: July 23, 2026

TO: Monterey Peninsula Airport District Board of Directors
FROM: Christine Morello, Executive Director
SUBJ: TAMC Scenic Route 68 Corridor Improvement Project Update

BACKGROUND. On the June 26. 2026 meeting Director Miller provided a report out on the Transportation Agency for Monterey County's June 24, 2026 regular meeting regarding an update on the Scenic State Route 68 Adaptive Traffic Signal Control pilot project and preliminary results analyzing the effectiveness of the proposed Phase 1 roundabouts project.

Staff were directed to agendize a discussion at the next meeting regarding the Scenic Route 68 Corridor Improvement Project.

ATTACHMENT.
TAMC Highlights, June 24, 2026

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

HIGHLIGHTS

June 24, 2026

TAMC Board Receives Update on the Scenic Route 68 Corridor Improvement Project

The Transportation Agency for Monterey County (TAMC) Board of Directors received an update on the Scenic State Route 68 Adaptive Traffic Signal Control pilot project and preliminary results analyzing the effectiveness of the proposed Phase 1 roundabouts project.

Phase I of the Scenic Route 68 Corridor Improvement Project would install roundabouts on State Route 68 at the intersections of San Benancio Road, Coral de Tierra, and Laureles Grade. The project includes new wildlife crossings beneath the highway and avoids adding mainline lanes. An independent assessment of the project is being conducted to compare project costs and expected benefits to determine the economic viability of this project. The recently installed adaptive signal project is now the baseline for this analysis.

An evaluation of the Phase I roundabout project has been completed using updated traffic data and conditions reflecting the implementation of adaptive signal operations as the baseline. The analysis confirms that the Phase I roundabout project is expected to improve safety and traffic operations along the corridor. Based on this evaluation, the proposed roundabouts at San Benancio Road, Corral de Tierra Road, and Laureles Grade are projected to reduce the potential for serious injury and fatal collisions by simplifying intersection movements and lowering travel speeds.

These results indicate that while adaptive signal operations have provided measurable operational benefits, the Phase I roundabouts are expected to further improve safety outcomes and improve traffic throughput during peak periods. The higher traffic throughput expected from the hybrid roundabout design will shorten queues and reduce the peak period duration (i.e., congested conditions will occur for a shorter period of time).

Caltrans is the lead agency in charge of the Phase 1 roundabouts project design and is considering co-sponsoring with TAMC an upcoming Senate Bill 1 (SB1) grant application. The

Benefit-Cost Analysis comparing Adaptive Signals versus the Phase 1 roundabouts project and recommendations for next steps will be included in TAMC's August agenda.

Combined, the design, right-of-way, and construction phases of the Phase I Scenic Route 68 Project are projected at $98.6 million. In March 2025, TAMC approved $1.2 million of Measure X funds towards a five-year pilot project to install Adaptive Traffic Signal Controls at nine intersections on State Route 68 between Toro Park and Highway 1.

The goal of the Scenic State Route 68 Corridor Improvement Project is to improve safety and traffic flow between Monterey and Salinas while preserving the corridor's environmentally sensitive setting.

TAMC Board Adopts Resolution to Support Pilot Rail Service Connecting Los Angeles and the San Francisco Bay Area for the 2028 Olympics

As a member of the Coast Rail Coordinating Council, which advocates for improved passenger rail along the Central Coast rail corridor between San Jose and Los Angeles, TAMC's Board of Directors adopted a resolution in support of a proposed passenger rail pilot service connecting Los Angeles and the San Francisco Bay Area for the 2028 Olympics.

The pilot service is intended to leverage legislative interest in the Olympics to demonstrate the value of new passenger rail service in the Central Coast Rail Corridor and complement the Monterey County Rail Extension and planned expansion of service to San Luis Obispo from the north.

TAMC's Rail Policy Committee discussed the Olympic passenger rail pilot service proposal at its June 1, 2026, meeting and recommended that the Board of Directors approve a resolution supporting implementation of this service, which is consistent with TAMC's ongoing support for the Monterey County Rail Extension and implementation of new passenger rail service options and transit connections to communities across the County.

TAMC Board Adopts 2026 Regional Transportation Plan

The TAMC Board of Directors adopted the 2026 Regional Transportation Plan during their meeting. TAMC adopts a Regional Transportation Plan every four years to provide a basis for allocating state and federal funding to transportation projects in Monterey County. The 2026 Plan reflects changes in revenue forecasts and updated project lists from the local jurisdictions. TAMC prepares the plan in coordination with the Association of Monterey Bay Area Governments (AMBAG) to be consistent with the regional Sustainable Communities Strategy.

The Regional Transportation Plan (RTP) includes three main components: 1) A Policy Element communicating goals and measurable objectives for improving the transportation system, 2) a Financial Element that includes a forecast of revenues over the life of the plan, and 3) an Action Element that includes a list of projects to be funded within the capacity of the funding forecast, which meet the goals and objectives identified in the document. The RTP does not approve any specific project but does review the environmental impacts of all proposed projects at a "program level."

The Regional Transportation Plan serves as Monterey County's long-range vision for a safe, efficient, and sustainable transportation system, guiding priorities over the next several decades. By establishing a coordinated and financially constrained roadmap, the RTP positions local agencies to compete for and secure critical state and federal funding, ensuring that regional and local projects can move forward. This plan not only aligns transportation investments with community goals but also provides the foundation for delivering improvements that support economic vitality, environmental sustainability, and quality of life for residents throughout the county.

AGENDA ITEM: H
DATE: July 23, 2026

TO: Chris Morello, Executive Director, Monterey Regional Airport
FROM: Department Heads
SUBJECT: Monthly Department Reports

FINANCE AND ADMINISTRATION.

Terminal Comment Card Log by Administration
Financial Summary by Mark Wilson, Controller

FIRE.

Monthly Fire Report by Monterey Fire Department

OPERATIONS.

Operations Report by Whitney Robare, Deputy Executive Director Operations and Maintenance

PLANNING AND DEVELOPMENT.

Planning and Environmental Monthly Project Report by Chris Morello, Executive Director

POLICE.

Police Activity Report by Del Rey Oaks Police Department

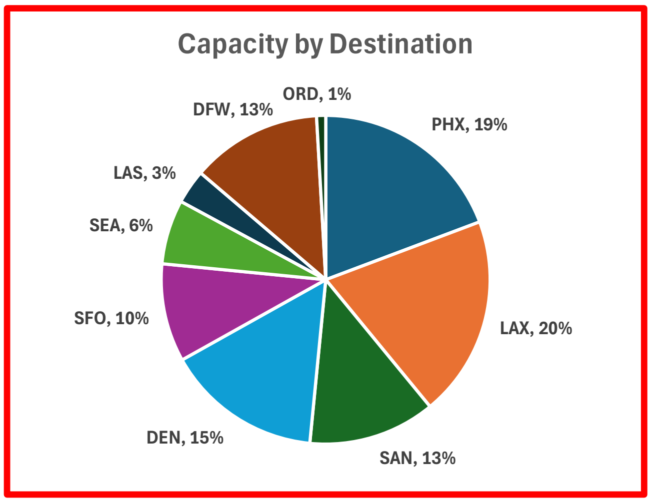
RATING	DATE OF VISIT	TIME OF VISIT	PURPOSE	FLIGHT	AIRLINE	COMMENT	CITY	STATE
POOR	6/4/2026	9:00 AM	Departing		United	I had a United flight delay and tried to comment to the MRYGuest WiFi node and could not get an internet connection. Significantly disrupted my work.	Lusby	MD
POOR	6/5/2026	2:00 PM	Departing	AS 2180	Alaska	I parked in the long term parking on Friday, 6/5/2026 @ about 2 pm for a flight to San Diego. The 1st parking spot I found was next to the construction site borderd by orange snow drift fencing. I returned on Wed 6/10/2026 @ about 3 pm & my car was covered in dirt from the construction site looking like I drove through a desert storm. I am very disappointed that there were no measures done to protect the cars in the lot from the construction dirt as you often see @ construction sites..	Monterey	CA
POOR	6/10/2026	6:30 PM	Departing		Alaska	I'd like to file a complaint regarding an Alaska Gate Agent. She was very unhelpful, borderline rude regarding the situation of missed check in due to Alaska airlines not informing their customers that they had changed the flight up by 20 min. She didn't seem inclined to want to help the customer nor come up with solutions. Very poor overall attitude.	Monterey	CA

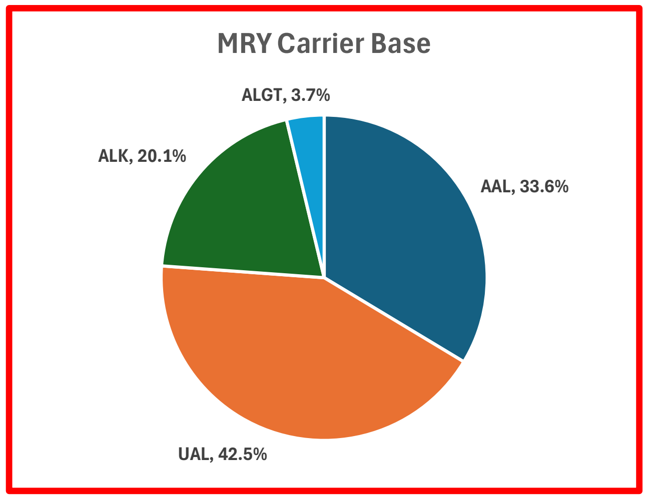
AGENDA ITEM: H-2
DATE: July 23, 2026

TO: Chris Morello, Executive Director, Monterey Regional Airport
FROM: Mark Wilson, Controller
SUBJECT: Discussion and Analysis of the May 31, 2026 Financial Statements

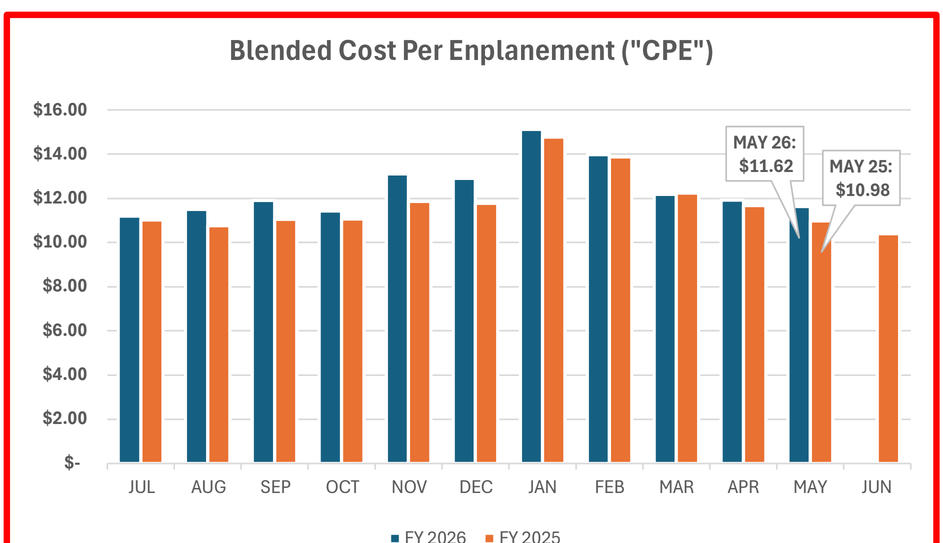
KEY OPERATING STATISTICS. FY26 May revenue enplanements were 28,771 (vs. 29,343 budgeted) up 0.4% from the 28,666 in the same period in FY25. May commercial airline landings were less than budgeted (422 actual vs. 431 budgeted) and landed weights were greater than budgeted (35,099K vs. 34,497K). Total Passengers for the month of May were 58,074, down 1.4% from 58,883 in the same period in FY25. Total aircraft operations for May were 4,437, down from 4,884 in the same period in FY25 (this includes 1,685 Commercial, 2,651 Private and 101 Military aircraft), and Vehicle exit counts in the parking lots were 10,513, down 7.7% from the exit counts in May of FY25.

In May 2026, United, American and Alaska Airlines accounted for 42.5%, 33.6%, and 20.1%, respectively, of the passenger enplanements. Monterey Regional Airport's enplaning passenger carrying capacity for May was 37,056 seats, with an overall Passenger Load Factor of 77.6%.





In May, the Airport's blended CPE was $11.62, compared to $10.98 in the same period in FY25. The $0.64 increase reflects the impact of the increased Rates & Charges implemented in FY26 (+$0.81), offset by the effects on CPE of 4,123K lower landed weights (-$0.12) and 105 higher enplanements (-$0.04).



LIQUIDITY AND CAPITAL RESOURCES. As of May 31, 2026 the Airport had unrestricted cash and investments of $15.0M.

As of May 31, 2026 the Airport had Restricted Interim Notes Proceeds of $48.929M and CFC and PFC cash and investments of $782.7K and $124.4K, respectively.

The Current Ratio of unrestricted current assets to current liabilities is a very healthy 7.35X. This compares favorably to an overall Airport Industry Benchmark* of 5.41X. Days Cash on Hand (based on FY26 budgeted Operating Expenses), was 450 which is 27.2% lower than the overall Airport Industry Benchmark* of 618 Days.

OPERATING INCOME. The Airport's higher than budgeted revenues and higher than budgeted operating expenses in May resulted in an operating income of $489.7K, which is a favorable variance of $189.5K to May 's budgeted operating income of $300.2K.

OPERATING INCOME

	May 2026 ACTUAL	May 2026 BUDGET	VARIANCE Favorable (Unfavorable) $	%
Operating Revenues	$ 1,489,779	$ 1,287,760	$ 202,020	16%
Operating Expenses	(1,000,063)	(987,532)	(12,531)	1%
Operating Income	**$ 489,716**	**$ 300,228**	**$ 189,489**	**63%**

REVENUES. May 2026 combined Operating Revenues were $1,489.8K, which was $202.0K/15.7% higher than the budget of $1,287.8K. This favorable variance was primarily due to higher Interest Income earned on Interim Notes, Series 2026 Proceeds ($146.8K).

	May 2026 ACTUAL	May 2026 BUDGET	VARIANCE Favorable (Unfavorable) $	%
Terminal Revenues	$ 845,790	$ 806,475	$ 39,315	5%
General Aviation	212,288	203,769	8,520	4%
Non-Aviation	213,812	205,641	8,171	4%
Other Operating	20,321	24,324	(4,004)	-16%
Interest Income	197,568	47,551	150,017	315%
Total Operating Revenues	**$ 1,489,779**	**$ 1,287,760**	**$ 202,020**	**15.7%**

*** Source: Merritt Research Services Benchmark Central - Airport Medians for 2024.**

TERMINAL REVENUES:

Commercial Aviation fees ($195.3K) for May were higher than budget ($184.1K) by ($11.2K/6.1%) due primarily to higher landing, RON and apron fees from United ($15.7K) and Alaska ($4.9K), partially offset by lower landing, RON and apron fees from American ($9.0K). Del Monte Aviation ("DMA") reported commercial fuel sales of 271,733 gallons to the airlines for the month (42% to American, 35% to United, and 22% to Alaska).

Terminal Rents ($215.5K) for May were higher than budget ($212.9K) by($2.6K/1%). This favorable variance was due primarily to unbudgeted Allegiant common space usage ($2.2K).

TNC Permits, Trip Fees & Peer-to-Peer Rentals ($35.8K) for May were higher than budget ($22.2K) by ($13.6K/61%). This favorable variance was due primarily to higher than budgeted TNC Trip Fees ($8.7K) from Uber.

Terminal Concessions ($30.0K) for May were higher than budget ($27.8K), by ($2.2K), due primarily to higher than budgeted results from Woody's ($2.0K).

Rental Car Concessions ($191.8K) for May were higher than budget ($180.8K) by ($11.0K) due primarily to a favorable variances from Hertz ($5.3K) and Avis/Budget ($4.3K) and Enterprise ($1.5K).

Parking Concessions ($174.1K) for May were lower than the budget ($174.7K) by ($0.6K/0%). Parking Concession revenues for May were budgeted at 11,384 exiting cars with an average exit ticket of $15.35 net to MPAD per exiting car. In May the number of exiting cars was lower than budgeted at 10,513, with a higher average exit ticket of $16.56 net to MPAD per car, resulting in the overall minimally unfavorable variance.

GENERAL AVIATION REVENUES:

Heavy General Aviation revenues, including landing fees ($169.8K) for May were higher than budget ($159.9K) by ($9.9K/6%) due primarily to higher landing fees ($12.6K), partially offset by lower fuel flowage fees ($2.7K). Monterey Jet Center ("MJC") and DMA reported general aviation fuel sales of and gallons of Jet A, respectively, for the month. MJC and DMA reported 368 and 377 revenue landings, respectively, for the month.

Light General Aviation revenues ($42.5K) for May were materially on budget ($43.9K).

NON-AVIATION REVENUES:

Non-Aviation revenues ($213.8K) for May were higher than budget ($205.6K) due primarily to higher rents achieved at 2801 MSH ($5.0K).

OTHER OPERATING REVENUES:

Other Operating revenues ($20.3K) for May were materially on budget ($24.3K).

INTEREST INCOME:

Interest Income ($197.6K) for May was higher than budget ($47.6K) by ($150.0K) due primarily to interest income earned on the Interim Notes, Series 2026 Proceeds ($146.8K).

EXPENSES. Total Operating Expenses ($1,000.1K) for May were higher than the budget ($987.5K) by ($12.5K)/1%. See the following detailed analysis of significant variances:

	OPERATING EXPENSES - BY MAJOR CATEGORY TYPE			
	May 2026 ACTUAL	May 2026 BUDGET	VARIANCE Favorable (Unfavorable) $	%
Salaries & Employer Taxes	$ 223,730	$ 255,354	$ 31,624	12%
Employee Benefits	166,731	168,048	1,318	1%
Recruitment & Training	1,808	3,258	1,450	45%
Business Expenses	47,111	47,043	(67)	0%
Supplies & Materials	12,295	8,678	(3,618)	-42%
Repairs & Maintenance	77,476	55,509	(21,968)	-40%
Outside Services	302,142	298,781	(3,361)	-1%
Professional Services	43,234	41,352	(1,882)	-5%
Marketing, PR	53,956	41,352	(12,604)	-30%
Utilities	55,900	53,484	(2,416)	-5%
Interest Expense	15,682	14,674	(1,008)	-7%
Total Operating Expenses	**$ 1,000,063**	**$ 987,532**	**$ (12,531)**	**-1%**

	OPERATING EXPENSES - BY DEPARTMENT			
	May 2026 ACTUAL	May 2026 BUDGET	VARIANCE Favorable (Unfavorable) $	%
Admin & Finance	$ 215,747	$ 210,100	$ (5,647)	-3%
Planning & Marketing	96,342	107,601	11,259	10%
Maintenance	192,133	163,810	(28,323)	-17%
Operations	85,545	83,471	(2,074)	-2%
Police	151,694	150,796	(899)	-1%
Fire	226,204	218,175	(8,029)	-4%
Board of Directors	4,859	21,051	16,192	77%
Rental Properties	11,857	17,853	5,997	34%
Interest Expense	15,682	14,674	(1,008)	-7%
Total Operating Expenses	**$ 1,000,063**	**$ 987,532**	**$ (12,531)**	**-1%**

Salary & Employer Taxes ($223.7K) for May were lower than budget ($255.4K) due primarily to unfilled Finance and Planning positions.

Employee Benefit Expenses ($166.7K) for May were lower than budget ($168.0K) by ($1.3K)/0.8% . This favorable variance was due primarily to unfilled positions.

Personnel Recruitment, Training & Pre-Employment and Related Expenses ($1.8K) for May were lower than budget ($3.3K) by ($1.4K/45%). This favorable variance was due primarily to the timing of budgeted Seminars & Conferences.

Business Expenses ($47.1K) for May were materially on budget ($47.0K).

Supplies & Materials expenses ($12.3K) for May were higher than budget ($8.7K) by ($3.6K/42%). This unfavorable variance was due primarily to the timing of Custodial Supplies & Materials purchases.

Repair & Maintenance Expenses ($77.5K) for May were higher than budget ($55.5K) by ($22.0K/40%). This unfavorable variance was due primarily to the replacement of cluster mailbox units and outdoor parcel lockers, and Cat 299 D3 Mulcher cleaning and clearing around the retention basis and Fire road, partially offset by lower general Repairs & Maintenance.

Outside Services Expenses ($302.1K) for May were materially on budget ($298.8K).

Professional Services Expenses ($43.2K) for May were higher than budget ($41.4K) by ($1.9K/5%). This unfavorable variance was due primarily to the timing of Human Resources services ($9.7K).

Marketing and Public Relations expenses ($54.0K) for May were higher than budget ($41.4K) by ($12.6K/30%). This unfavorable variance was due primarily to the Public Relations spend on the ORD/Chicago Direct Flight Event.

Utilities expenses, combined ($55.9K) for May were materially on budget ($53.5K).

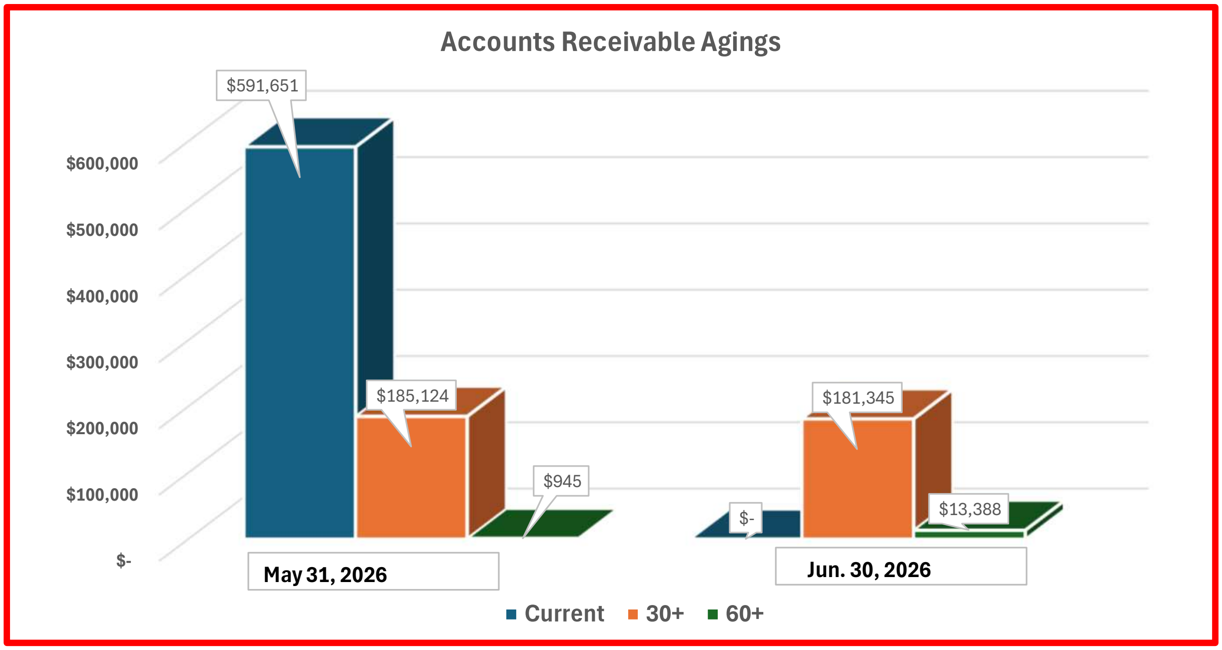
Interest expense ($15.7K) for May was materially on budget ($14.7K).

SELECTED BALANCE SHEET ANALYSES:

ACCOUNTS RECEIVABLE. The accounts receivable balance on May 31, 2026 was $777.7K. This balance is $99.6K or 14.7% greater than the April 30, 2026 balance of $678.1K, and $21.7K/3% higher than the $756.0K balance on May 31, 2025. The accounts receivable balance over 60 days on May 31, 2026 had a balance of $0.9K. AR past due amounts are due to timing of collections.

Chart 2 below graphically presents the aging of accounts receivable (1) as of May 31, 2026 and (2) prior to the next billing cycle (June 30, 2026).

Chart 2



Total accounts receivable of $777.7K as of May 31, 2026 was comprised primarily of $251.0K/32.3% from Commercial Airlines, $166.9K/21.5% from Parking, $148.0K/19.0% from FBOs, $32.1K/4.1% from the Monterey Hi-Way Self Storage and $24.3K/3.1% from TNCs.

The District carries a $10K allowance for doubtful accounts. Prepaid accounts receivable as of May 31, 2026 of $126,307 have been reclassified to deferred revenue.

Chart 3 below graphically presents the composition of accounts receivable by major customer/concessionaire/tenant.

Chart 3

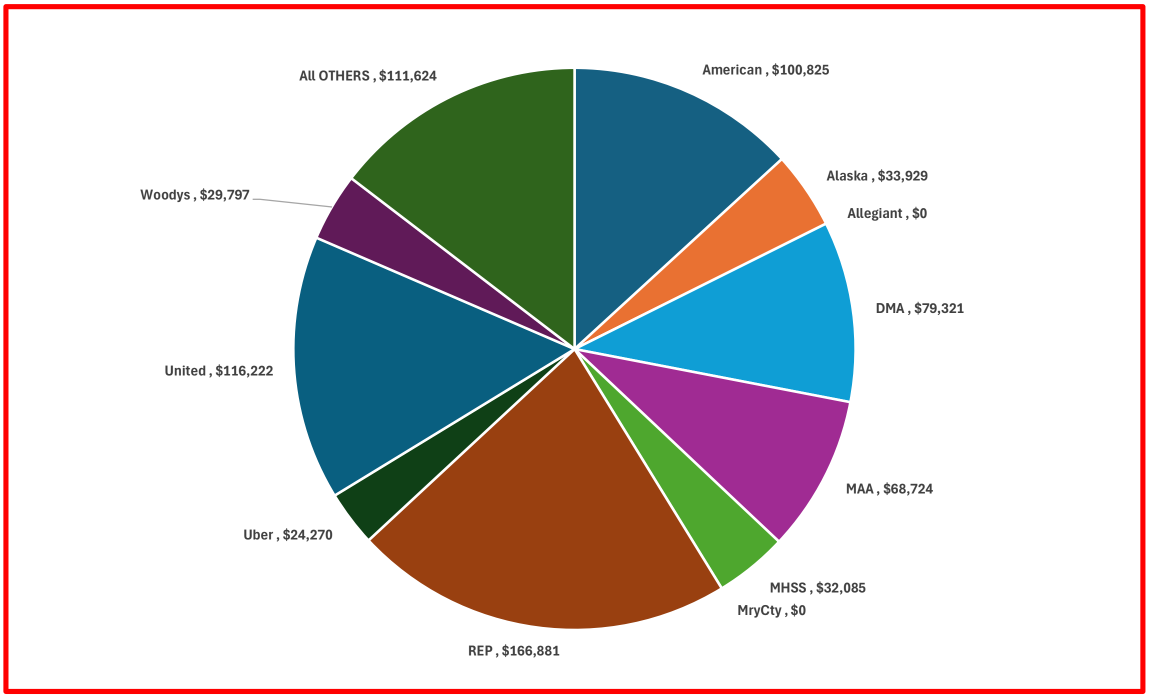
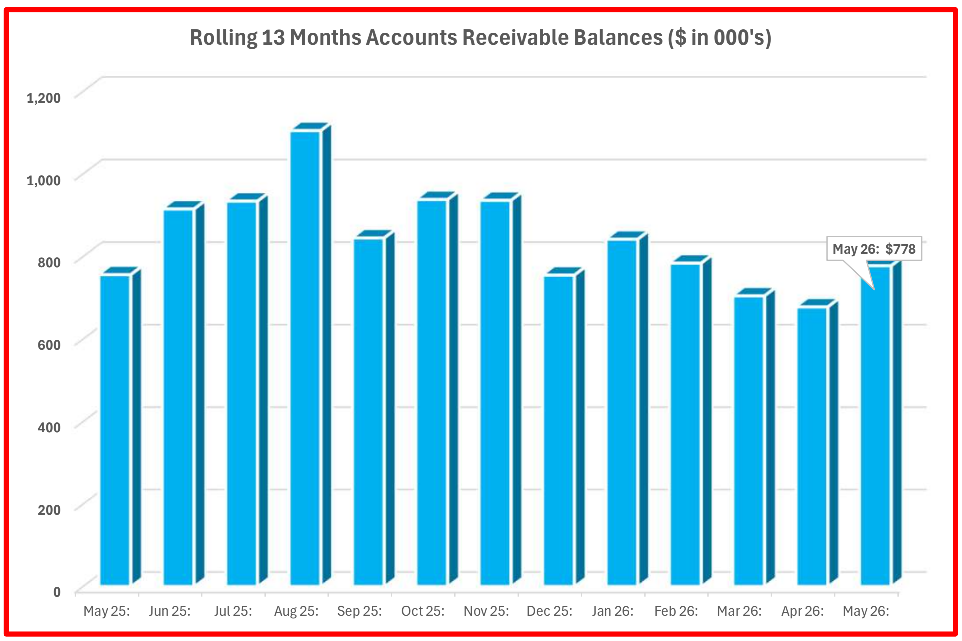


Chart 4 below depicts the total accounts receivable balances for the 13 months from May 2025 to May 2026.

Chart 4



The balance of accounts receivable at month-end aligns with operating revenues in that month. On May 31, 2026 accounts receivable is 60% of revenues and the rolling thirteen-month average is 65.9%.

UNRESTRICTED CASH AND INVESTMENTS. The unrestricted cash and investments balance on May 31, 2026 was $15.02M and the unrestricted cash and investments balance on April 30, 2026 was $15.26M, a decrease of $0.24M, due primarily to the timing of District reimbursement of previous funding of Capital Expenditures.

DISTRICT TEMPORARY CAPEX FUNDING. The District is temporarily funding the following CapEx related item: 1. PFC eligible matching funds where the FAA match is outpacing our current PFC generations ($1,245.9K).

GRANTS AVAILABLE FOR ONGOING CAPEX. The following is a summary of FAA Grants awarded and the remaining balances available for ongoing CapEx as of May 31, 2026:

	Award	Remaining
AIP 83 (Runway)	$ 2,815,801	$ 120,769
AIP 84 (Apron)	16,788,053	506,746
AIP 86 (Circulation)	16,744,657	12,056,014
AIP 87 (Terminal)	14,200,000	2,716,046
AIP 88 (Parking)	5,353,204	4,536,716
AIP 89 (Terminal)	25,130,846	18,149,871
Totals	**$ 81,032,561**	**$ 38,086,162**

INTERIM NOTES. On February 4, 2026, the California Municipal Finance Authority issued $50,000,000 of Interim Notes, with MPAD as the Borrower. These Notes have a maturity date of February 15, 2029 and are subject to an initial Mandatory Tender Date of March 4, 2027. Proceeds of the Interim Notes will be used to pay for construction costs for the Replacement Terminal. The Notes bear interest based on the weekly SIFMA Rate, plus a spread of 1.75%. Construction Fund proceeds will remain invested by the Trustee until Replacement Terminal construction draws are made.

	Market Value	Yield
Interim Notes Proceeds - Construction Fund:		
JPMorgan 100% U.S. Treasury Securities Money Market Fund - Capital	$ 48,781,871	3.53%
plus: Accrued Interest Income	146,654	
	$ 48,928,525	

	Market Value	Yield
Interim Notes Proceeds - Issuance Costs Fund:		
JPMorgan 100% U.S. Treasury Securities Money Market Fund - Capital	$ 47,400	3.53%
plus: Accrued Interest Income	142	
	$ 47,542	

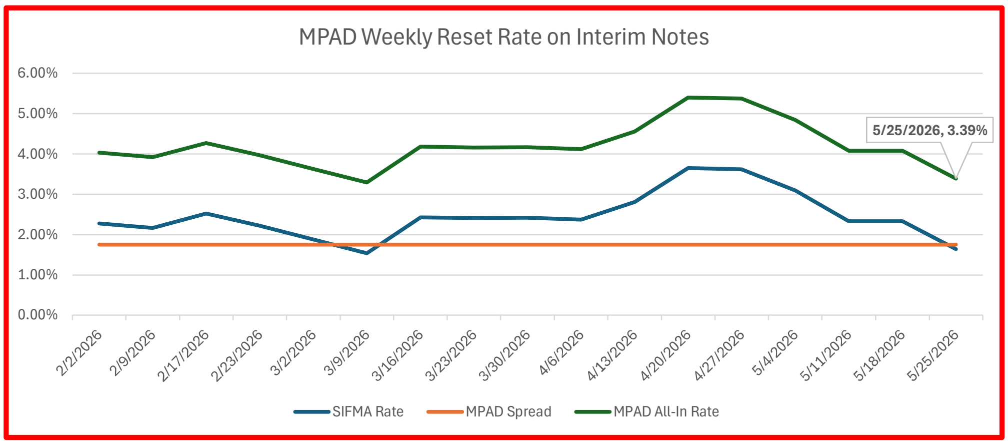
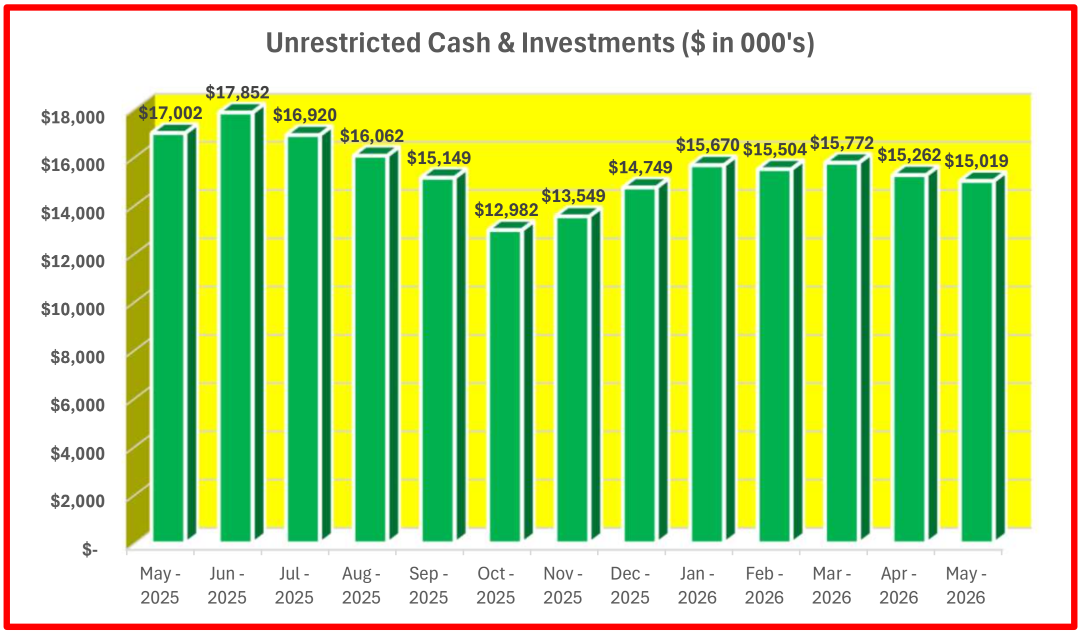


Chart 6 graphically presents the monthly balances of unrestricted cash and investments.

Chart 6



SELECTED OPERATING STATISTICS:

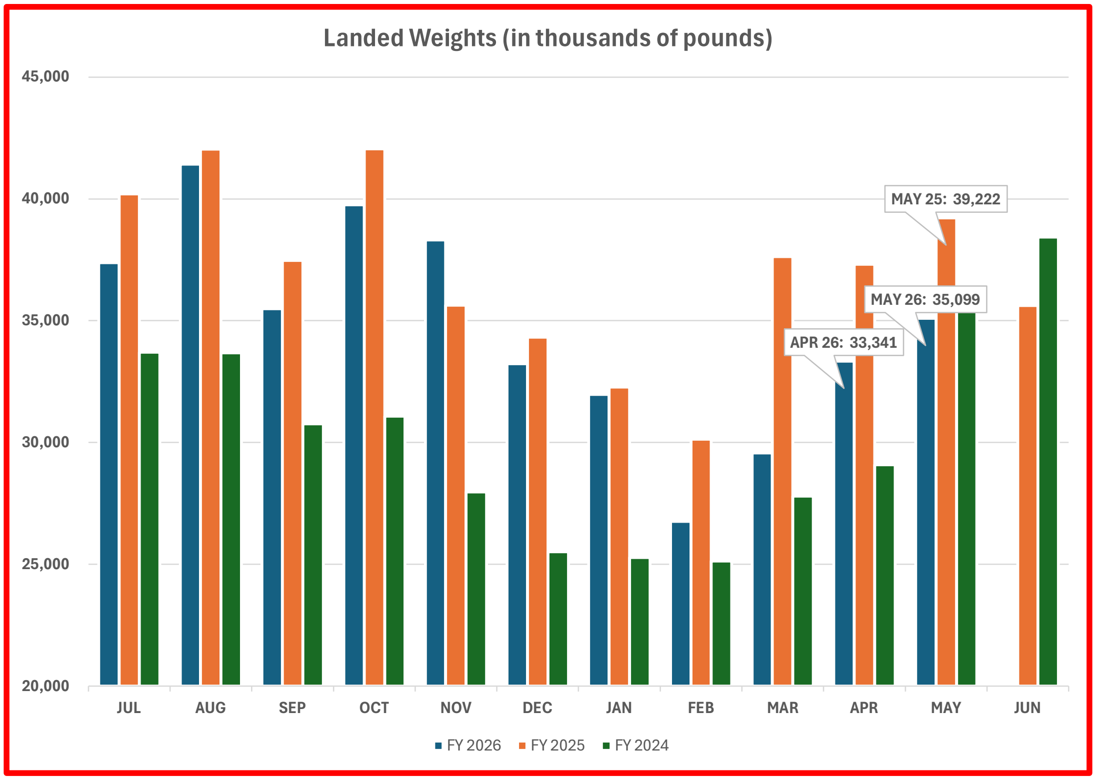
ENPLANEMENTS AND LOAD FACTORS. The table below presents simple load factors for fiscal years 2021 to 2026. Load factors indicate the customer utilization of available airline seat capacity which generally correlates to customer use of TCP, Taxi and TNC services, parking, and other support services. Simple load factors do not include non-revenue enplanements. Historically, annual load factors range from approximately 70% to 77%; FY21 load factors reflect the impact of COVID-19. Commercial Airline aircraft types have a direct impact on capacity and potential changes in enplanements. As the mix of aircraft and destinations change, the goal is to have load factors sustained or increased, which indicates that customers are willing to use the services offered by the Airlines.

	May 31, 2026				FYTD			
Fiscal Year	Load Factors	Revenue Enplanements	Capacity/ Available Seats	Flights	Load Factors	Revenue Enplanements	Capacity/ Available Seats	Flights
2026	77.6%	28,771	37,056	422	76.9%	295,384	384,069	4,803
2025	80.0%	28,666	35,846	429	73.1%	293,285	401,194	4,905
2024	73.3%	25,772	35,179	425	74.7%	243,882	326,293	3,917
2023	78.0%	23,242	29,793	363	75.8%	214,879	283,342	3,857
2022	82.6%	19,312	23,394	365	74.8%	206,830	276,610	4,130
2021	75.2%	15,434	20,520	278	49.3%	85,226	172,988	2,355

LANDED WEIGHTS. Chart 7 compares the Airport's landed weights for FY26, FY25 and FY24.

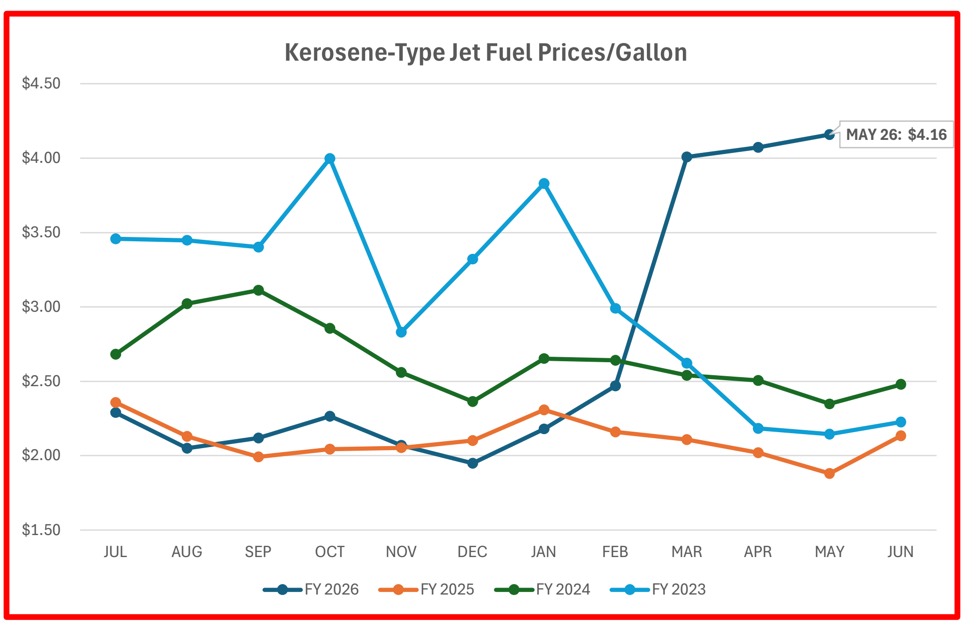
Total landed weights for May 2026 were 35,099K pounds, a decrease of 4,123K pounds over the 39,222K pounds landed in the comparable period in FY25, and an increase of 1,758K pounds over the 33,341K pounds landed in April 2026.

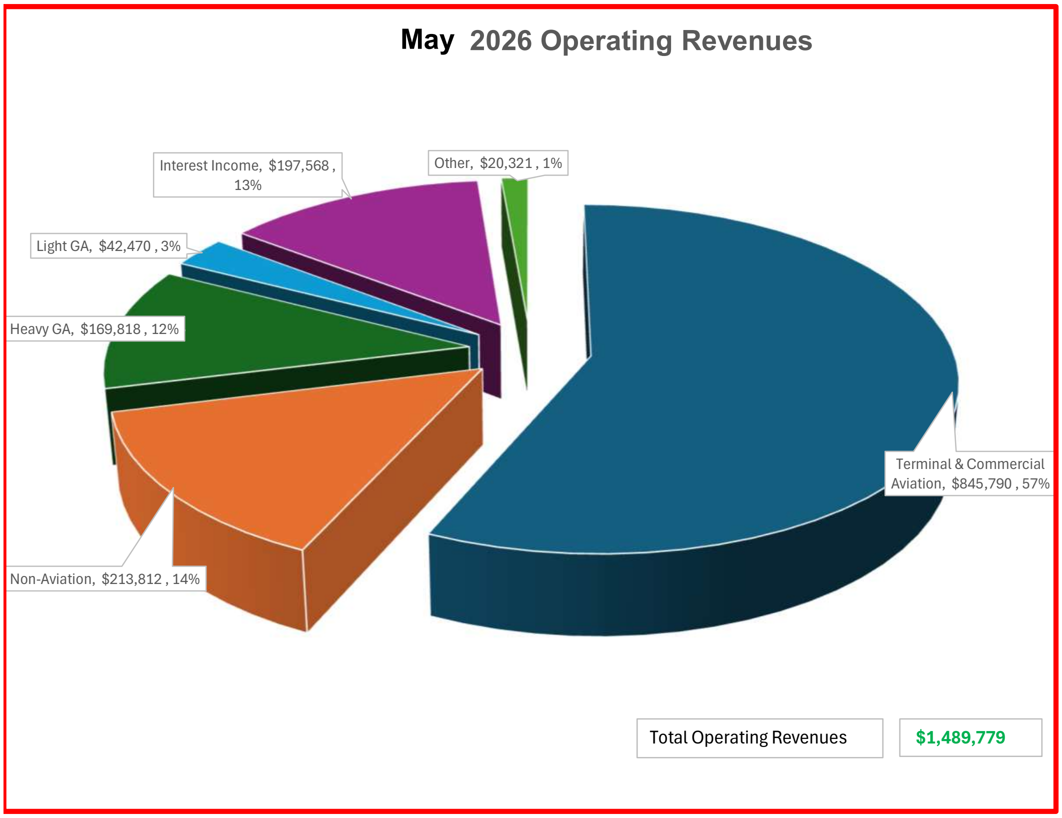
Chart 7

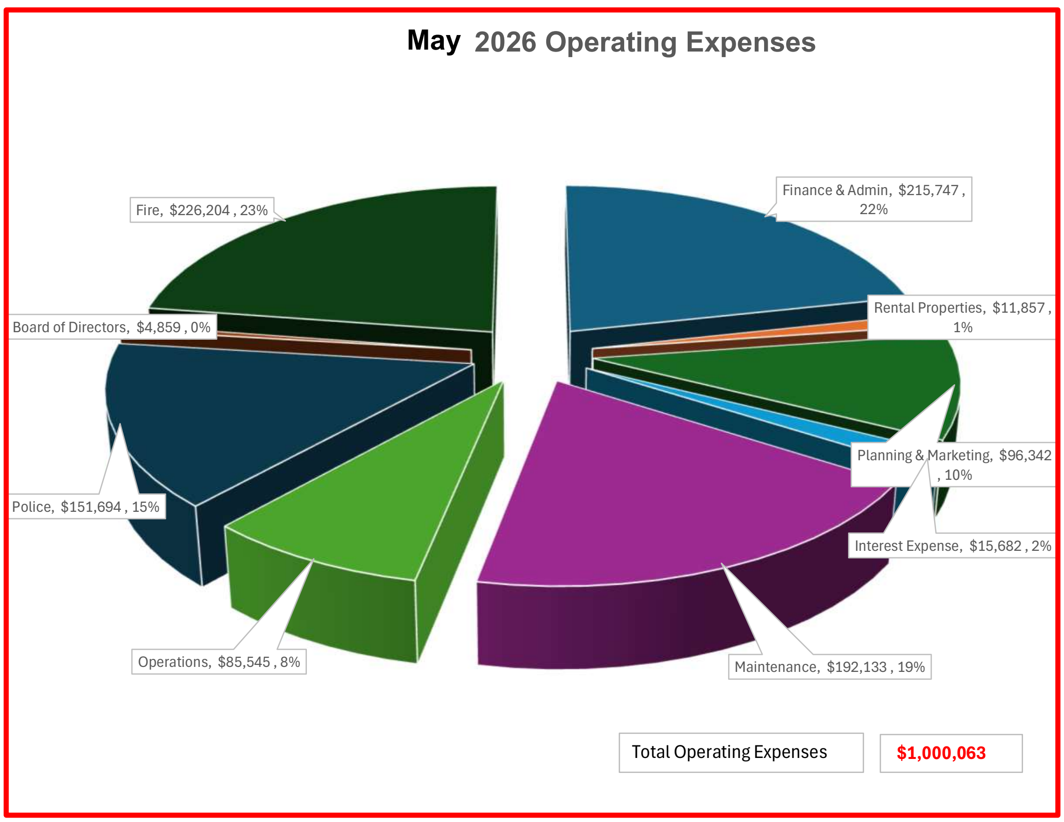


JET FUEL PRICES. Fuel (after crew costs) is an airline's largest operating cost, comprising as much as 29% of operating expenses. Rising fuel costs may put negative pressure on air carrier profitability, and as such it is an important macro indicator. Jet Fuel Prices are 100% correlated to fluctuations in crude oil spot prices, plus fluctuations in the Crack Spread (the Refinery's margin). **Chart 8** tracks the historical wholesale prices over the last 4 fiscal years.

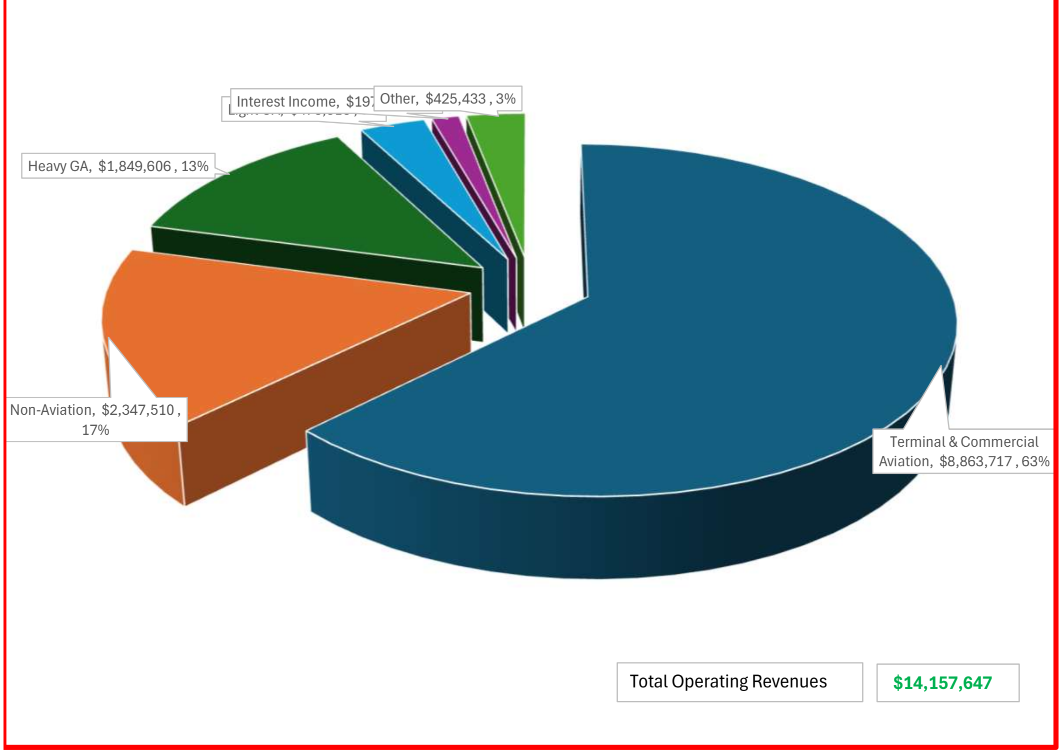
Chart 8



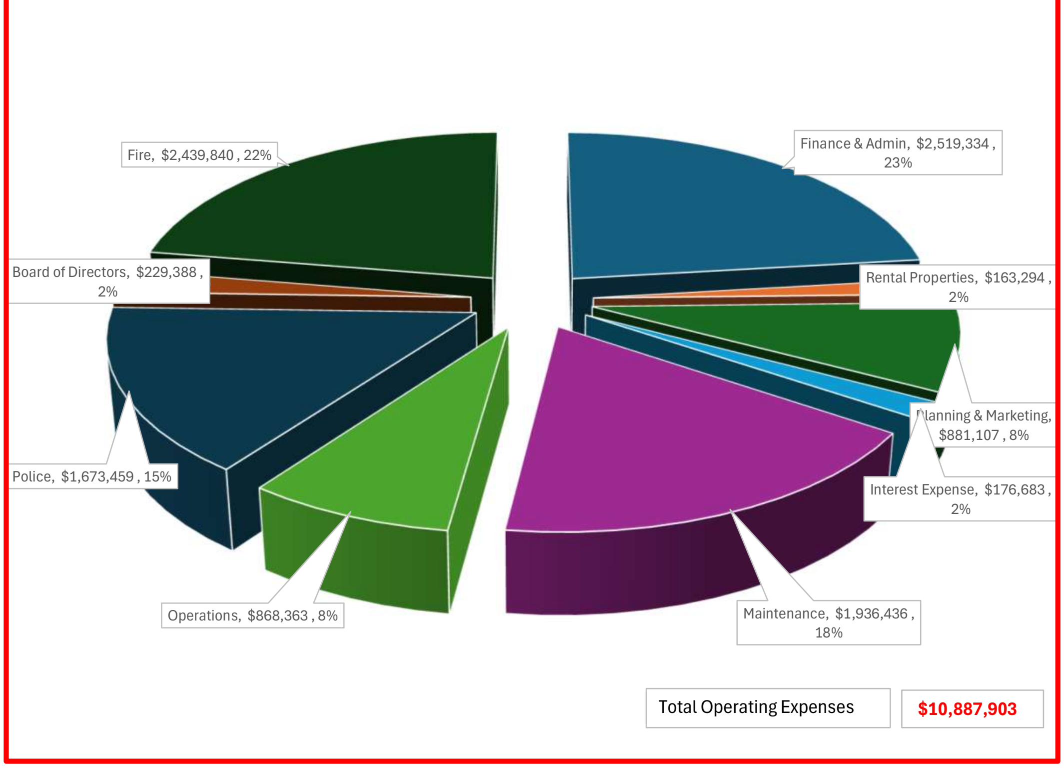

May 2026 Operating Revenues
Interest Income, $197,568 , 13%
Other, $20,321 , 1%
Light GA, $42,470 , 3%
Heavy GA, $169,818 , 12%
Terminal & Commercial Aviation, $845,790 , 57%
Non-Aviation, $213,812 , 14%
Total Operating Revenues
$1,489,779


May 2026 Operating Expenses
Fire, $226,204 , 23%
Finance & Admin, $215,747 , 22%
Rental Properties, $11,857 , 1%
Board of Directors, $4,859 , 0%
Planning & Marketing, $96,342 , 10%
Police, $151,694 , 15%
Interest Expense, $15,682 , 2%
Operations, $85,545 , 8%
Maintenance, $192,133 , 19%
Total Operating Expenses
$1,000,063

FY26 FYTD Operating Revenues



FY26 FYTD Operating Expenses



AIRPORT DISTRICT OPERATING AND FINANCIAL PERFORMANCE SUMMARY

May 2026

OPERATING STATISTICS	May 2026	Budget	%	May 2025	YTD FY 26	Budget	%	YTD FY 25
AIRPORT ACTIVITY								
Air Carrier Landings[1]	422	431	-2%	429	4,803	4,641	3%	4,801
Landed Weight (in thousands of pounds)	35,099	34,497	2%	39,222	312,689	381,723	-18%	408,325
Enplanements (revenue+non-revenue)	29,401	29,343	0%	29,214	301,610	302,701	0%	299,558
Passengers (enp/dep)	58,074			58,883	601,334			599,431
Total Cargo (in pounds)	55,596			55,974	542,587			503,439
Commercial	1,685			1,590	18,088			17,425
General Aviation	2,651			3,234	30,355			32,679
Military	101			60	1,226			1,769
TOTAL AIRCRAFT OPERATIONS	**4,437**			**4,884**	**49,669**			**51,873**
VEHICLE EXIT COUNT								
Long Term (1) Lot	1,857	1,976	-6%	1,976	17,992	20,879	-14%	20,492
Upper Short Term (2) Lot	3,379	3,137	8%	3,137	33,618	32,547	3%	33,187
Lower Short Term (3) Premium Lot	5,277	6,271	-16%	6,271	54,780	63,241	-13%	64,461
TOTAL VEHICLE EXIT COUNT	**10,513**	**11,384**	-8%	**11,384**	**106,390**	**116,667**	-9%	**118,140**

	May 2026 ACTUAL	May 2026 Budget	$▲Favorable $▼Unfavorable	May 2025 ACTUAL	YTD FY 26 ACTUAL	Budget	$▲Favorable $▼Unfavorable	YTD FY 25 ACTUAL
OPERATING REVENUE								
TERMINAL								
CA Landing, RON, Apron, and Fuel Flowage Fees	$ 195,279	$ 184,120	$11,159 ▲	$ 178,871	$ 2,091,040	$ 2,083,070	$7,970 ▲	$ 1,977,980
Rents	215,531	212,900	2,631 ▲	208,426	2,377,870	2,341,897	35,973 ▲	2,291,288
TCP, Taxi & TNC Operator Permits	633	503	131 ▲	503	7,712	7,996	(284)▼	7,996
Taxi Trip Fees	2,595	3,336	(741)▼	2,661	20,640	30,433	(9,793)▼	29,548
TNC Trip Fees and Peer-to-Peer Rentals	35,814	22,238	13,576 ▲	30,536	370,274	314,007	56,267 ▲	322,304
Concessions	29,968	27,816	2,152 ▲	29,258	310,827	288,202	22,626 ▲	285,729
Rental Car	191,838	180,846	10,992 ▲	189,319	2,048,930	1,951,499	97,431 ▲	1,911,420
Parking	174,131	174,716	(585)▼	173,446	1,636,424	1,787,905	(151,481)▼	1,688,460
HEAVY GENERAL AVIATION								
GA Landing and Special Event Fees	55,569	43,002	12,567 ▲	47,912	612,347	560,035	52,312 ▲	533,119
FBO Rent	56,890	56,887	3 ▲	56,156	625,795	625,757	38 ▲	617,719
Fuel Flowage Fees	57,359	60,009	(2,650)▼	57,303	611,465	543,254	68,211 ▲	521,966
LIGHT GENERAL AVIATION	42,470	43,871	(1,400)▼	42,328	473,813	482,578	(8,765)▼	439,834
NON-AVIATION	213,812	205,641	8,171 ▲	197,172	2,347,510	2,240,942	106,569 ▲	2,189,037
OTHER OPERATING REVENUE	20,321	24,324	(4,004)▼	33,722	425,433	465,038	(39,605)▼	479,576
INTEREST INCOME	197,568	47,551	150,017 ▲	59,886	197,568	47,551	150,017 ▲	700,681
TOTAL OPERATING REVENUE	**$ 1,489,779**	**$ 1,287,760**	**$202,020 ▲**	**$ 1,307,500**	**$ 14,157,647**	**$ 13,770,163**	**$387,484 ▲**	**$ 13,996,659**
OPERATING EXPENSE								
Finance & Administration	$ 215,747	$ 210,100	($5,647)▼	$ 211,398	$ 2,519,334	$ 2,463,758	($55,576)▼	$ 2,393,129
Planning & Marketing	96,342	107,601	11,259 ▲	135,085	881,107	1,311,181	430,074 ▲	1,274,931
Maintenance & Custodial Services	192,133	163,810	(28,323)▼	158,428	1,936,436	1,900,584	(35,852)▼	1,853,991
Airport Operations	85,545	83,471	(2,074)▼	72,805	868,363	932,392	64,029 ▲	841,476
Police Services	151,694	150,796	(899)▼	137,398	1,673,459	1,658,751	(14,708)▼	1,510,643
ARFF/Fire Services	226,204	218,175	(8,029)▼	199,486	2,439,840	2,406,620	(33,220)▼	2,292,652
Board of Directors	4,859	21,051	16,192 ▲	19,811	229,388	254,742	25,355 ▲	280,969
Office Rentals	11,857	17,853	5,997 ▲	12,954	163,294	159,154	(4,139)▼	133,454
Interest Expense	15,682	14,674	(1,008)▼	16,501	176,683	177,232	550 ▲	185,244
TOTAL OPERATING EXPENSE	**$ 1,000,063**	**$ 987,532**	**($12,531)▼**	**$ 963,865**	**$ 10,887,903**	**$ 11,264,415**	**$376,512 ▲**	**$ 10,766,486**
OPERATING INCOME	**$ 489,716**	**$ 300,228**	**$189,489 ▲**	**$ 343,635**	**$ 3,269,744**	**$ 2,505,748**	**$763,996 ▲**	**$ 3,230,173**
DISTRICT ONLY CAPITAL EXPENDITURES (See Page 20)	**$ (348,598)**	**$ (28,854)**	**($319,744)▼**	**$ -**	**$ (4,795,809)**	**$ (28,854)**	**($4,766,955)▼**	**$ (990,621)**
DEBT SERVICE - PRINCIPAL ONLY	**$ -**			**$ -**	**$ (319,748)**			**$ (242,543)**

MONTEREY PENINSULA AIRPORT DISTRICT
Statements of Net Position

	May 31, 2026 (Unaudited)	June 30, 2025 (Audited)
ASSETS:		
Current assets:		
Unrestricted:		
Cash	$ 642	$ 372,238
Investments - L.A.I.F.	15,018,734	176,934
Investments - T-Bills	-	17,302,738
Accounts receivable, net of $10,000 allowance	767,721	904,869
Accrued Interest receivable	96,597	162,233
Leases receivable (GASB 87), current portion (1)	1,318,801	1,318,801
FAA Grant Reimbursements Receivable	-	2,344,847
Prepaid and other assets	170,172	138,261
	17,372,667	22,720,921
Restricted:		
Cash	924,253	222,859
Investments - T-Bills (CalTrans & Security Deposits)	862,544	813,205
Trustee Held Proceeds - U.S. Treasury MM Fund	48,975,633	-
CFC Receivable	169,492	-
PFC Receivable	228,056	222,490
Total restricted current assets	51,159,979	1,258,555
Total Current Assets	**68,532,646**	**23,979,476**
Noncurrent assets:		
Leases receivable (GASB 87), net of current portion (1)	8,836,689	8,836,689
Tenant receivable, net of current portion	-	9,273
Capital assets:		
Construction-in-Process	66,037,029	40,783,934
Non-depreciable land	4,206,755	4,206,755
Depreciable capital assets, net	109,950,950	91,401,671
Total Capital assets:	180,194,734	136,392,359
Total Noncurrent assets:	**189,031,423**	**145,238,322**
Total Current and Noncurrent assets:	**257,564,069**	**169,217,798**
DEFERRED OUTFLOWS OF RESOURCES:		
Actuarial valuation of deferred outflows related to pensions (2)	3,592,768	3,592,768
Actuarial valuation of deferred outflows related to OPEB (4)	235,722	212,504
	3,828,490	**3,805,272**
LIABILITIES:		
Current liabilities:		
Accounts Payable - Operating Expenses	365,157	234,983
Accounts Payable - Capital Expenditures	8,020,473	3,474,239
Checks in Excess of Cash Balance - Capital Expenditures	137,324	-
Capital Improvements - Retentions Payable	2,329,438	1,781,872
Accrued liabilities	176,726	226,557
Accrued Interest	18,237	35,052
Unearned revenues, current portion	200,769	246,245
Loans payable, current portion	320,498	320,123
Funds held in trust (CFCs)	1,076,645	127,564
Accrued compensated absences, current portion	69,307	44,055
Total Current Liabilities	**12,714,574**	**6,490,691**
Long-term liabilities:		
Security deposits	447,944	432,473
Unearned revenues, net of current portion	195,276	203,413
Accrued compensated absences, net of current portion	146,965	145,053
Actuarial valuation of net pension liability(6)	8,103,169	8,103,169
Actuarial valuation of OPEB liability(7)	1,325,881	1,444,275
Interim Notes, Series 2026	50,000,000	-
Loans payable, net of current portion	4,673,393	4,993,517
Total Long-Term Liabilities	**64,892,629**	**15,321,900**
Total Liabilities	**77,607,202**	**21,812,592**
DEFERRED INFLOWS OF RESOURCES:		
Actuarial valuation of deferred inflows related to pensions(3)	2,104,793	2,104,793
Actuarial valuation of deferred inflows related to OPEB(5)	478,987	500,460
Deferred inflows related to leases (GASB 87)(1)	8,321,459	8,321,459
Total Deferred Inflows of Resources	**10,905,239**	**10,926,712**
NET POSITION:		
Net investment in capital assets	172,871,404	127,604,483
Restricted - unspent Passenger Facilities Charges	124,427	-
Restricted - Cash Assets	787,197	1,032,419
Unrestricted	(902,909)	11,646,864
	$ 172,880,118	**$ 140,283,766**

See Notes to Statement of Net Position.

Notes to Statement of Net Position
As of May 31, 2026

1.	Lease Receivable (GASB 87)	Lease Receivable	Lease Interest	Total Lease Payments
	Current:			
	FY 2026	$ 1,318,801 ☑	$ 220,638	$ 1,539,439
	Noncurrent:			
	FY 2027	1,339,901	194,969	1,534,870
	FY 2028	996,537	170,661	1,167,198
	FY 2029	795,407	152,770	948,177
	FY 2030	663,456	138,172	801,628
	FY 2031-FY2035	1,796,458	551,830	2,348,288
	FY 2036-FY2040	987,981	403,187	1,391,168
	FY 2041-FY2045	1,139,858	251,310	1,391,168
	FY 2046-FY2050	832,188	99,570	931,758
	FY 2051-FY2053	284,903	14,646	299,549
		8,836,689 ☑	1,977,115	10,813,804
		$ 10,155,490 ☑	$ 2,197,753	$ 12,353,243

The District recognizes lease revenues by category and three categories were impacted by the implementation of GASB 87; General Aviation, Terminal Concessions and Non-Aviation revenue categories.

GASB 87 specifically excludes Regulated leases for which the District is the lessor. Terminal space, aircraft hangars, and recreational vehicle parking space future lease revenue are excluded.

2.	Deferred Outflows of Resources related to Pensions	Combined	Miscellaneous	Safety
	Pension contributions subsequent to measurement date	$ 912,171	$ 194,541	$ 717,630
	Changes of Assumptions	202,213	62,016	140,197
	Differences between expected and actual experience	672,993	208,616	464,377
	Net Difference between Projected and Actual Earnings	413,949	138,907	275,042
	Adjustments due to differences in proportions	702,460	58,266	644,194
	Difference in actual to proportionate share contribution	689,040	159,876	529,164
		$ 3,592,826 ☑	**$ 822,222**	**$ 2,770,604**

3.	Deferred Inflows of Resources related to Pensions	Combined	Miscellaneous	Safety
	Differences between expected and actual experience	$ 23,239	$ 8,140	$ 15,099
	Adjustments due to differences in proportions	1,180,554	256,995	923,559
	Differences between actual contributions and the proportionate share of contributions	900,998	355,776	545,222
		$ 2,104,791 ☑	**$ 620,911**	**$ 1,483,880**

The District's proportion of the net pension liability was based on the District's share of the actuarial accrued liability of the cost-sharing plan, less the District's share of the fiduciary net position.

4.	Deferred Outflows of Resources related to OPEB	
	Changes in assumptions	$ 40,496
	Placeholder delta	
	Differences between expected and actual experience	116,381
	Contributions made subsequent to the Measurement Date	78,845
		$ 235,722 ☑

5.	Deferred Inflows of Resources related to OPEB	
	Changes in assumptions	$ 298,577
	Differences between expected and actual experience	180,410
		$ 478,987 ☑

6.	Net Pension Liability	
	CalPERS - Miscellaneous Plan (6/30/2023 Measurement Date)	$ 2,412,889
	CalPERS - Safety Plan (6/30/2023 Measurement Date)	5,690,280
		$ 8,103,169 ☑

7.	Total OPEB Liability	
	Police	$ 580,068
	Fire	283,011
	Miscellaneous Plan	462,802
		$ 1,325,881 ☑

MONTEREY PENINSULA AIRPORT DISTRICT

Statement of Cash Flows

		May 2026 (Unaudited)		FYTD 2026 (Unaudited)
CASH FLOWS FROM OPERATING ACTIVITIES:				
Receipts from customers	$	1,176,122	$	13,937,045
Payments to vendors for goods and services		69,448		(5,702,790)
Payments for employees pension and OPEB benefits		(105,011)		(1,143,086)
Payments to employees for services		(303,636)		(3,194,872)
Net Cash Provided (Used) by Operating Activities		**836,923**		**3,896,297**
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:				
Proceeds from FAA Grants and Passenger Facilities Charges		8,475,163		38,813,318
Proceeds from Customer Facilities Charges		169,492		975,975
Proceeds from Interim Notes		-		50,000,000
Acquisition and construction of capital assets		(9,820,578)		(45,947,983)
Interest paid on loans		(224,205)		(873,595)
Principal paid on loans		-		(319,748)
Debt Issuance Costs		(8,248)		(754,099)
Net cash provided (used) by capital and related financing activities		**(1,408,376)**		**41,893,867**
CASH FLOWS FROM INVESTING ACTIVITIES:				
Investment income received		155,045		1,189,124
Investments matured (purchased)		(200,996)		(46,564,031)
Net cash (used) by investing activities		**(45,951)**		**(45,374,907)**
CASH FLOWS FROM NON-OPERATING ACTIVITIES:				
CalPERS UAL Prepayment		85,460		(85,460)
Net Change in Cash and Cash equivalents		(531,944)		329,798
Cash and Cash Equivalents at Beginning of Period		1,456,840		595,097
Cash and Cash Equivalents at End of Period	**$**	**924,895**	**$**	**924,895**
STATEMENT OF NET POSITION				
CLASSIFICATION OF CASH AND CASH EQUIVALENTS:				
Unrestricted	$	642		642
Restricted		924,253		924,253
Total cash and cash equivalents	**$**	**924,895**	**$**	**924,895**
Reconciliation of operating loss to net cash provided (used) by operating activities:				
Operating Loss after Depreciation and Amortization	$	(247,428)	$	(3,575,089)
Adjustments to reconcile operating loss to net cash provided by operating activities:				
Depreciation and amortization		555,258		6,829,169
(Increase) decrease in:				
Accounts receivable		(112,874)		25,360
Prepaid and other current assets		42,875		(71)
Increase (decrease) in:				
Accounts payable		636,247		677,741
Accrued liabilities		(37,288)		(46,748)
Security deposits		2,841		16,071
Deferred revenue		(3,215)		(53,614)
Accrued compensated absences		507		24,076
Total Adjustments		1,084,350		7,471,985
Net cash provided (used) by operating activities	**$**	**836,923**	**$**	**3,896,895**
Non-cash capital and related financing activities:				
Acquisition of capital assets in accounts payable	**$**	**8,020,473**	**$**	**8,020,473**
Accrued interest on CEC and CalTrans loans	**$**	**18,237**	**$**	**18,237**

MONTEREY PENINSULA AIRPORT DISTRICT
FINANCIAL STATEMENTS UNAUDITED

	FY 2026 May ACTUAL	FY 2026 YEAR-TO-DATE ACTUAL
SOURCES AND USES OF CASH -- OPERATIONS		
SOURCES OF CASH:		
CASH RECEIVED - OPERATING REVENUE	$ 1,292,211	$ 13,960,079
CASH RECEIVED - INTEREST INCOME	197,568	1,123,486
CASH RECEIVED	1,489,779	15,083,565
USES OF CASH -- OPERATIONS:		
CASH (DISBURSED) - OPERATING EXPENSE	(984,381)	(10,711,221)
CASH (DISBURSED) - DEBT SERVICE (INTEREST EXPENSE)	(15,682)	(176,683)
CASH (DISBURSED) - DEBT SERVICE (PRINCIPAL REDUCTION)	-	(319,748)
CASH (DISBURSED)	(1,000,063)	(11,207,652)
CHANGE IN CASH POSITION FROM OPERATIONS & DEBT SERVICE	489,716	3,875,914
SOURCES (USES) OF CASH -- CAPITAL PROGRAM:		
PROCEEDS FROM INTERIM NOTES, SERIES 2026	-	50,000,000
CASH (DISBURSED) - ALL CAPITAL PROJECTS (See Page 20)	(8,216,689)	(49,720,346)
CASH REIMBURSED - FAA - CAPITAL PROJECTS (See Page 21)	8,474,966	37,629,716
PFCs APPLIED - CAPITAL PROJECTS (See Page 21)	794,677	3,093,156
CHANGE IN CASH POSITION FROM CAPITAL PROGRAM	1,052,953	41,002,526
CHANGE IN CASH POSITION FROM OPERATIONS, CAPITAL & DEBT SERVICE	**$ 1,542,670**	**$ 44,878,440**

FISCAL YEAR 2026

FINANCIAL STATEMENTS UNAUDITED

Construction-In-Progress

May 31, 2026

Project Number/AIP #	Project Name	Balance at June 30, 2025	FYTD Additions	FYTD Placed in Service	Balance at May 31, 2026	Costs Incurred Subject to 5% Retainage	Remaining AIP Grant Dollars[1]	Total Project Budget	Percentage Complete
District Only Funded:									
2025-06	2801 MSH Bldg. C Property Repairs	$ 292,648	$ 694,583	$ -	$ 987,231		n/a	$ 1,000,000	99%
2025-09	HP Constr. Office Rental (from MPAD)	-	125,000		125,000			300,000	42%
2026-01	AFFF Foam Transition[2]	-	174,015		174,015			200,000	87%
2026-02	Rental Car Ready Return Lot	-	76,910		76,910			3,895,470	2%
2026-03	Skypark Drive Improvements		54,615		54,615			995,000	5%
2026-04	Parking Shuttles & Service		33,919		33,919			250,000	14%
2023-03	Commercial Apron - Redesign Credit	-	(9,584)		(9,584)			-	n/a
-various-	MPAD Project Managers Capitalized Costs	-	272,379		272,379			346,008	79%
		292,648	1,421,837	-	1,714,485	-	-	6,986,478	
CFC Only Funded:									
2019-03	Water Distribution System - Retention	-	110,286		110,286	-	-	110,286	100%
FAA/PFC/District Funded:									
2023-01/AIP 82	SEP Phase D1 - Terminal Design	3,738,694	(12,115)		3,726,579	-	-	3,865,969	96%
2023-02/AIP 83	Runway 28L-10R Treatmnt-2.17M	1,657,183	1,525,568		3,182,751	67,996	120,769	3,105,891	102%
2023-03/AIP 80	Commercial Apron - AIP 80	23,636,301	2,668,608	(26,304,909)	-	-	-	45,050,651	0%
2025-07/AIP 84	Commercial Apron - Phase 2B - AIP 84	9,672,022	9,007,452		18,679,474	515,256	506,746	*(included above)*	
2024-1A/AIP 81	SEP Phase D1 - Terminal Design (BIL ATP)	63,362	80,697		144,059	-	-	-	
2025-01/AIP 86	Landside Improvement Project	720,674	7,199,770		7,920,444	396,663	12,056,014	18,469,730	43%
2025-02/AIP 85	Purchase Primary ARFF Vehicle	-	1,084,465		1,084,465	-	-	1,056,997	103%
2025-08/AIP 88	Short Term Lot Reconfiguration	24,855	1,720,739		1,745,594	2,584	4,536,716	8,182,929	21%
2025-09/AIP 87	Replacement Terminal - Hard Costs	861,899	13,685,397		14,547,296	1,238,302	2,716,046	99,902,710	15%
2025-9A/AIP 89	Replacement Terminal - Hard Costs	-	10,456,914		10,456,914		18,149,871		
2025-9B	Replacement Terminal - Soft Costs	116,296	2,608,385		2,724,681	-	-	7,000,000	39%
		40,491,287	50,025,880	(26,304,909)	64,212,257	2,220,802	38,086,162	186,634,877	
		$ 40,783,935	**$ 51,558,003**	**$ (26,304,909)**	**$ 66,037,028.55**	**$ 2,220,802**	**$ 38,086,162**	**$ 193,621,355**	

[1] On May 19, 2026 MPAD was awarded $1.5M under the FAA's Airport Terminal Program to help fund the acquisition and installation of passenger boarding bridges. This amount is not included herein.

2 This project is eligible for 100% reimbursement by FAA under an AIP Grant yet to be applied for.

FISCAL YEAR 2026
Airport Capital Improvements / Capital Expenditures
FINANCIAL STATEMENTS UNAUDITED
May 31, 2026

Airport Improvement Programs	Actual FY 2026 Current Period		Actual FY 2026 Year-To-Date	
District Only Expenditures	$ 24,973.00	0%	$ 1,190,076.33	2%
AIP -- FAA Funded Expenditures	7,375,510.00	90%	41,650,479.01	84%
AIP -- PFC Funded Expenditures	492,581.00	6%	3,198,066.41	6%
CFC Funded Expenditures	-	0%	75,991.53	0%
District	323,625.33	4%	3,605,732.45	7%
subtotal - FAA/PFC/District	**8,191,716.33**	100%	**48,530,269.40**	98%
Total Capital Improvement Expenditures	**$ 8,216,689.33**	100%	**$ 49,720,345.73**	100%

FY 2026 District Capital Expenses/Budget:	May 2026	May Budget	Actual FYTD	FY 2026 Budget	Actual ITD
District Only Funded:					
2025-06 2801 MSH Property Repairs $0.29M	-	-	694,582.99	272,710.00	987,230.60
2026-01 AFFF Foam Transition	-		174,015.31	200,000.00	174,015.31
MPAD Project Managers Capitalized Costs	24,973.00	28,854.25	272,379.60	346,008.00	272,379.60
	24,973.00	**28,854.25**	**1,140,977.90**	**818,718.00**	**1,433,625.51**
CFC Funded:					
2026-02 Rental Car Ready Return Lot Improvements	-	-	75,991.53	1,561,127.00	75,991.53
FAA/PFC/District Funded:					
2023-01 SEP Phase D1 Terminal Design	-	-	(12,115.00)	187,406.00	3,726,579.00
2023-02 Runway 28L-10R Treatmnt-2.17M	138,674.43	-	1,525,567.54	1,516,749.00	3,114,755.05
2023-03 Commercial Apron - AIP 80		-	2,668,608.18	16,859,866.00	26,304,909.18
2025-07 Commercial Apron - AIP 84	2,700.00	4,700.00	9,007,451.65	*Included above*	18,164,216.80
2024-1A Terminal Design (BIL ATP)	-	-	80,697.00	-	144,059.38
2025-01 Landside Improvement Project - AIP 86	1,988,142.86	1,061,790.00	6,827,035.30	12,875,488.00	7,523,781.34
2025-02 Purchase Primary ARFF Vehicle	-	-	1,084,465.19	1,056,997.00	1,084,465.19
2025-08 Short Term Lot Reconfiguration	884,467.95	-	1,720,738.88	3,117,925.00	1,743,928.18
2025-09 Terminal Replacement - Hard Costs	1,220,617.15	3,000,000.00	12,447,094.71	35,600,000.00	13,308,994.09
2025-9A Terminal Replacement - Hard Costs	3,634,834.61	-	10,456,913.56	-	10,456,913.56
2025-09 Terminal Replacement - Soft Costs	288,360.21	450,000.00	2,608,385.17	5,200,000.00	2,724,681.31
2026-03 Skypark Drive Road Improvements	-	-	54,615.00	415,000.00	54,615.00
2026-04 Shuttle Vehicles & Service	33,919.12		33,919.12	-	33,919.12
	8,191,716.33	**4,516,490.00**	**48,503,376.30**	**76,829,431.00**	**88,385,817.20**
	$ 8,216,689.33	**$ 4,545,344.25**	**$ 49,720,345.73**	**$ 79,209,276.00**	**$ 89,895,434.24**

FISCAL YEAR 2026
FINANCIAL STATEMENTS UNAUDITED
Funding and Reimbursements of Construction-In-Progress
May 31, 2026

Project Number/AIP #	Project Name	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Totals
Reimbursements & Tranfers from Restricted Cash														
FAA Reimbursed:														
2023-03/AIP 80	SEP Phase 2B - Apron - AIP 80						2,207,717	-		632,204				2,839,921
2023-01/AIP 81	Terminal Design						110,162	-						110,162
2023-02/AIP 83	Runway 28L-10R Treatmnt-2.17M	-	-	-	1,039,136		54,045	161,093						1,254,274
2025-07/AIP 84	SEP Phase 2B - Apron - AIP 84	-	-	6,927,458	-	-	-	1,172,059	-	-	-	-	-	8,099,517
2025-02/AIP 85	Purchase Primary ARFF Vehicle	-	-	-	856,737	101,537								958,274
2025-01/AIP 86	SEP Landside Improv $18.5M	-	-	184,045	355,496	-	1,175,658	558,678	-	865,684	602,073	318,474	-	4,060,108
2025-09/AIP 87	Replacement Terminal	-	-	1,402,112	-	-	2,052,555	1,690,502	-	3,963,470	-	1,556,511	-	10,665,150
2025-08/AIP 88	Relocated Parking						1,439	26,423		397,003	272,617	119,006	-	816,488
2025-09/AIP 89	Replacement Terminal - Hard Costs						-	-		-	-	6,480,975	-	6,480,975
		$ -	$ -	$ 8,513,615	$ 2,251,369	$ 101,537	$ 5,601,576	$ 3,608,755	$ -	$ 5,858,361	$ 874,690	$ 8,474,966	$ -	$ 35,284,869
PFCs Eligibility Matching:														
2023-03/AIP 80	SEP Phase 2B - Apron - AIP 80						251,658	-						251,658
2023-01/AIP 81	Terminal Design						18,621	-						18,621
2023-02/AIP 83	Runway 28L-10R Treatmnt-2.17M	-	-	-	107,055		128,592	5,106						240,753
2025-07/AIP 84	SEP Phase 2B - Apron - AIP 84	-	-	764,088	-	-	-	70,341						834,429
2025-02/AIP 85	Purchase Primary ARFF Vehicle	-	-	-	88,263	10,460								98,723
2025-01/AIP 86	SEP Landside Improv $18.5M	-	-	22,182	36,623	-	70,614	57,555	-	89,185	62,027	32,810	-	370,996
2025-09/AIP 87	Replacement Terminal	-	-	73,795	-	-	108,029	88,975		208,604	-	81,922	-	561,323
2025-08/AIP 88	Relocated Parking						75	1,390		20,895	14,348	12,260	-	48,969
2025-09/AIP 89	Replacement Terminal - Hard Costs									-	-	667,685	-	667,685
		$ -	$ -	$ 860,064	$ 231,941	$ 10,460	$ 577,589	$ 223,367	$ -	$ 318,684	$ 76,374	$ 794,677	$ -	$ 3,093,156
	Collected PFCs Available for Funding			218,400	-		220,000	81,300	-	110,080	76,374	607,546		1,313,700
	Draw on Interim Notes Held Proceeds									208,604		187,131		395,734
	District Temporary Funding			641,664	231,941	10,460	357,589	142,067						1,383,721
		$ -	$ -	$ 860,064	$ 231,941	$ 10,460	$ 577,589	$ 223,367	$ -	$ 318,684	$ 76,374	$ 794,677	$ -	$ 3,093,156

FISCAL YEAR 2026

Schedule Of Cash and Investments

FINANCIAL STATEMENTS UNAUDITED

	Par Value	Acq. Date	Maturity Date		Value At May 31, 2026	Yield/ Interest Rate
UNRESTRICTED:						
Pooled Money Investment Account - MPAD						
State of California - Local Agency Investment Fund		Various	Daily		15,018,992.28	**3.82%**
General Accounts - MPAD						
JP Morgan Chase - various checking accounts					141.33	
MPAD Cash and Investments - Unrestricted					15,019,133.61	
Plus: L.A.I.F. May 31, 2026 Fair Value Adjustment					(258.37)	
Unrestricted Cash and Investments				**$**	**15,018,875.24**	
Unrestricted Cash				**$**	**141.33**	
Unrestricted Investments					**15,018,733.91**	
				$	**15,018,875.24**	

FISCAL YEAR 2026

Schedule Of Cash and Investments

FINANCIAL STATEMENTS UNAUDITED

	Par Value	Purchase Date	Maturity Date	Value At May 31, 2026	Yield/ Interest Rate
RESTRICTED:					
Tenant's Security Deposits - RESTRICTED:					
U.S. Treasury Bills - MPAD (JP Morgan custodian):					
U.S. Treasury Bill - $497,000 - 6 Month	$ 497,000.00	3/19/26	9/17/26	**$ 488,251.09**	3.59%
Tenant's Security Deposits - RESTRICTED:					
Chase Bank - Money Market Account				**$ 12,493.12**	0.01%
Passenger Facility Charges (PFCs) - RESTRICTED:					
Chase Bank - Passenger Facility Charges (PFCs)				**$ 124,426.79**	0.01%
Customer Facility Charges (CFCs) - RESTRICTED:					
Chase Bank - Customer Facility Charges (CFCs)				**$ 782,696.82**	0.01%
Airport Improvement Program - RESTRICTED:					
Chase Bank - AIP Checking Account				**$ 4,500.00**	
CalTrans Annual Debt Service - RESTRICTED:					
U.S. Treasury Bill - $381,000 - 6 Month	$ 381,000.00	3/19/26	9/17/26	$ 374,293.09	3.59%
Chase Bank - Checking Account				136.41	
				$ 374,429.50	
Restricted Cash				$ 924,253.14	
Restricted Investments				862,544.18	
				$ 1,786,797.32	

MONTEREY FIRE DEPARTMENT

Report to Airport Board of Directors

June 2026

1. **Incident Responses**

   Engine assigned to Fire Station 16 (Airport) responded to a total of 55 incidents during the month as follows:

   - MPAD property – 7
   - City of Monterey – 39
   - Other Cities in Monterey Fire Jurisdiction – 5
   - Auto / Mutual Aid – 4

   Engine 16 responded to 5 incidents from the Airport Fire Station, three (3) outside of the airport property & two (2) within airport property between the hours of 20:00 and 07:59. One (1) incident was an Auto-Aid response to Monterey County Regional, and two (2) responses was incidents in the City of Monterey. 50 incidents were responded from the South side between the hours of 08:00 and 19:59 hours.

2. **Training**

   Personnel completed a total of 36 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): 82
   - Operational (qualified to work at Airport, but live fire training not current): 42
   - Technician (fully qualified to be the designated ARFF fire engineer): 12

3. **Other**

   - ARFF 16 completed response drills on June 15th, 17th, and 19th.

4. **Incident List –** on Airport property incidents

Alarm Date / Time	Response Time	Location	Incident Type
6/1/2026 6:27 PM	0:00:00	Aviation Lane	Cancelled
6/2/2026 8:05 PM	0:04:37	401 Sky Park Way	Vehicle fire – passenger
6/8/2026 12:34 PM	0:01:16	200 Fred Kane DR	Cancelled
6/13/2026 4:48 AM	0:03:32	200 Fred Kane DR	Fuel spill / fuel odor
6/15/2026 11:57 AM	0:04:45	200 Fred Kane DR	Sick case
6/19/2026 10:57	0:05:17	300 Sky Park Way	Lift assist
6/27/2026 9:01 AM	0:00:30	150 Olmstead Way	Fall

AGENDA ITEM: H-4
DATE: July 23, 2026

TO: Chris Morello, Interim Executive Director
FROM: Operations Department
DATE: July 6, 2025
SUBJ: Operations Report

The following is a summary of activity of general Airport Operations for June 2026 and planned airline activities for July 2026.

1 The following reports are attached:
- June 2026 Noise Comment Report
- Operating and Expense Reports for the Taxi (through June 2026) and TNC ground transportation systems (through May 2026)
- Commercial Flight Cancellations & Delays Report for June 2026
- Commercial Flight Schedule for July 2026

2 Below is the summary of scheduled airline activity for July 2026:

Alaska Air operated by SkyWest
- SAN operates twice a day using the E175
- SEA operates once a day using the E175
- Scheduled to operate a monthly total of 186 flights (Arrivals and Departures)

Allegiant Air
- Continues to use the Airbus 319/320 series on Mondays and Fridays and adds a Wednesday service.
- Scheduled to operate a total of 26 flights (Arrivals and Departures)

United operated by SkyWest / United
- LAX operates twice a day operating E175 and B738 aircraft
- DEN operates twice a day with the E175 and B738.
- SFO operates between twice and three times a day with the CRJ200.
- ORD operates once a week using the B738.
- Scheduled to operate a monthly total of 421 flights (Arrivals and Departures)

American Eagle operated by American / Envoy
- PHX operates four daily flights using a mix of CRJ7, CRJ9, E175 and A319 aircraft.
- DFW operates once a day using the B738
- Scheduled to operate a monthly total of 304 flights (Arrivals and Departures)

Cumulatively speaking, flights have increased by 63 flights (937 vs.874) compared to July 2025, an increase of 7%. The number of available seats has increased by approximately 8% (88,374 vs. 71,396).

MRY AIRPORT NOISE COMMENT LOG
JUNE 2026

	Initials	Location (Address)	Incident Date	Incident Time	Aircraft ID	</> of Flight	Comments	By	Action Taken	Notes
AIR OPERATIONS CENTERED AT MONTEREY AIRPORT										
1	MB	Old Monterey	6/1/2026	5:00 PM	C-172	28L DEP	4 small planes flyover head. First 2 flew north over land. Second 2 looked like flute school turning early. Please check Flite Aware. I saw their paths. My times are close but approximate.	KC	Explained the aircraft turned early to avoid low clouds moving in over the bay.	
2	DW	Monterey	6/3/2026	10:38 AM	Military	10R APP	Aircraft was either landing or taking off from Monterey Airport. Noise from the jet suggested the jet was lower to the ground that what is typical. If it was not for the fog, I am sure I would have clearly seen the jet & identified the airlines. I am basing my comment on having lived in our home for 2+ years and my 8+ years affiliation with the U.S. Navy Air Force. I look forward to your response.	MC	Explained the aircraft were military jets that flew over the airport then departed.	
3	LM	Monterey	6/3/2026	10:30 AM	Military	10R APP	There was a very loud jet that passed over around this time (don't know if take off or approach) that was well above the allowed decibels. It was so loud someone on my phone call could hear it. Plus it rattled my windows. Why aren't these loud jets being routed over non-residential areas. And isn't this against the noise ordinance? Thank you-LM	MC	Explained the aircraft were military jets that followed the standard approach, then flew over the airport and departed.	
4	SB	Carmel	6/3/2026	1:15 PM	Military	10R APP	Very loud jet noise twice so far today. Very abnormal. Please explain and tell me this won’t be a regular occurrence.	KC	These were two F-35s practicing an ILS approach. They did not land at the airport; the military typically does not notify the airport of its operations unless an aircraft is actually landing there.	

MRY AIRPORT NOISE COMMENT LOG
JUNE 2026

	Initials	Location (Address)	Incident Date	Incident Time	Aircraft ID	</> of Flight	Comments	By	Action Taken	Notes
AIR OPERATIONS CENTERED AT MONTEREY AIRPORT										
5	AS	Monterey	6/3/2026	1:15 PM	Military	10R APP	Military jet aircrafts taking off from MRY. 2 at a time. Twice today alone. I am right behind the tower. So loud that my dogs get stuck on our deck at my office with their bellies to the floor. Literally unable to move. This is going to blow out their eardrums eventually. It shakes the windows of my office and is too loud for myself as well. I run and grab them and hope to also get my door shut in time for the loudest part of the take off. Is there anyway they could sound something off for locals before they take off. Such as a horn or siren. It seems ridiculous that all day we have to worry and listen to see if we can identify one of these jets taking off. It would be so helpful to have a small warning. Like 2 minutes. So if we are outside we can take cover.	KC	These were two F-35s practicing an ILS approach. They did not land at the airport; the military typically does not notify the airport of its operations unless an aircraft is actually landing there.	
6	TP	Monterey	6/3/2026	1:15 PM	Military	10R APP	VERY LOUD aircraft passing overhead at three different times today (June 3, 2026). All the windows were rattling and the noise and vibration set off multiple car alarms throughout the neighborhood.	KC	These were two F-35s practicing an ILS approach. They did not land at the airport; the military typically does not notify the airport of its operations unless an aircraft is actually landing there.	
7	JF	Seaside	6/3/2026	1:15 PM	Military	10R APP	Military aircraft noise is totally unnecessary, wasteful and expensive for the taxpayer. Go fly over the desert.	KC	These were two F-35s practicing an ILS approach. They did not land at the airport; the military typically does not notify the airport of its operations unless an aircraft is actually landing there.	

MRY AIRPORT NOISE COMMENT LOG
JUNE 2026

	Initials	Location (Address)	Incident Date	Incident Time	Aircraft ID	</> of Flight	Comments	By	Action Taken	Notes
AIR OPERATIONS CENTERED AT MONTEREY AIRPORT										
8	LJ	Pacific Grove	6/3/2026	1:15 PM	Military	10R APP	We live in the flight path of incoming aircraft to Monterey. Today, two navy fighter jets flew in together over Pacific Grove on their way through to the Monterey Airport. The noise they made, especially as they were in fairly close formation, was extremely loud. They've done two approaches, so far. in fairly close succession. I have nothing against the military performing necessary operations, but the Monterey Peninsula is not a military base, nor does it have a military installation that requires these planes to be flying into our area as frequently as they do now. Their flights used to be very rare, but it seems we are seeing more and more of these flyovers. The noise is extremely disruptive, and I have a hard time believing that it's impossible for these pilots to manage a little better the noise their planes make. As high as they are above my neighborhood, and as deafening as it is here, I can only imagine how ear-piercing it is on the other side of the hill as their altitude decreases! And from the sound of it, it seems like they're just doing go-arounds. The extremely loud noise is very stressful and frightening for the animals in our area, as well.	KC	These were two F-35s practicing an ILS approach. They did not land at the airport; the military typically does not notify the airport of its operations unless an aircraft is actually landing there.	
9	NB	Monterey	6/3/2026	1:15 PM	Military	10R APP	Loud sustained jet noise and noise of another type of aircraft	KC	These were two F-35s practicing an ILS approach. They did not land at the airport; the military typically does not notify the airport of its operations unless an aircraft is actually landing there.	

MRY AIRPORT NOISE COMMENT LOG
JUNE 2026

Initials		Location (Address)	Incident Date	Incident Time	Aircraft ID	</> of Flight	Comments	By	Action Taken	Notes
AIR OPERATIONS CENTERED AT MONTEREY AIRPORT										
10	MW	Corra Del Tierra	6/7/2026	18:00	E175/A319	28L APP	Big commercial planes, all three loud and low, flew in back to back on the same landing pattern directly over my house. Nice Spring evening doors and windows open. You have three different landing patterns. Who was on duty June 7? Who goofed? C'mon Man.	KC	It appears you are referring to the Seattle flight and the Phoenix flight from yesterday. Due to high winds, both aircraft utilized the Runway 28L localizer approach. This is a more precise approach; however, it does bring aircraft closer to Highway 68. The control tower was fully staffed and operational throughout the day yesterday	
11	LH	Monterey	6/10/2026	2:02 PM	N/A	28L DEP	Loud overhead airplane noise	DW	Acknowledged, comment logged.	
12	KG	Pasadera	6/12/2026	11:44 AM	B738	28L APP	It was a larger plane and commercial (I think Alaska? it had a flag on table if I remember correctly). it came in very low, loud and right over Mirador Ct. Can you please tell me what kind of airplane it was (737 or Airbus?). What airline? And how low it was and the decibel expected at this address? We are right near the small canyon, Hopefully you can give me the height of fight over the street and noise level. I just don't understand why the path cannot be slightly adjusted to go over Laguna Seca golf course. Other flights come in from that direction and choose that path. I realize it's not the "official path" since the 2016 changes but how do we get a slight adjustment so it doesn't go RIGHT OVER OUR HOMES with loud noise, dirt, and disturbances it causes.	MC	Explained aircraft was a scheduled American B738 but I did not have info regarding aircraft height or decibel information.	

MRY AIRPORT NOISE COMMENT LOG
JUNE 2026

	Initials	Location (Address)	Incident Date	Incident Time	Aircraft ID	</> of Flight	Comments	By	Action Taken	Notes
AIR OPERATIONS CENTERED AT MONTEREY AIRPORT										
13	GT	Oak Grove	6/15/2026	4:34 AM	N/A	28L APP	your times keep getting earlier and earlier......start respecting the sleeping tax paying residents and no flights at 430am.	KC	Explained that the airport is required by law to remain open 24/7 for all operations and that the first commmercial flight does not depart until 5:15 am but GA traffic do not adhere to a schedule.	
14	PD	Oak Grove	6/15/2026	4:15 PM	F-35	28L DEP	Loud noise…louder than commercial aircraft. I also heard aircraft this morning about 4:00, as well. Is there a count of daily flights and a graph to see each day? I'd like to track how many more flights we are hearing per day. Ty	KC	I explained that military aircraft do not land here and do not coordinate with the airport. I also noted that the airport's website provides a flight schedule for commercial arrivals and departures.	

MRY AIRPORT NOISE COMMENT LOG
JUNE 2026

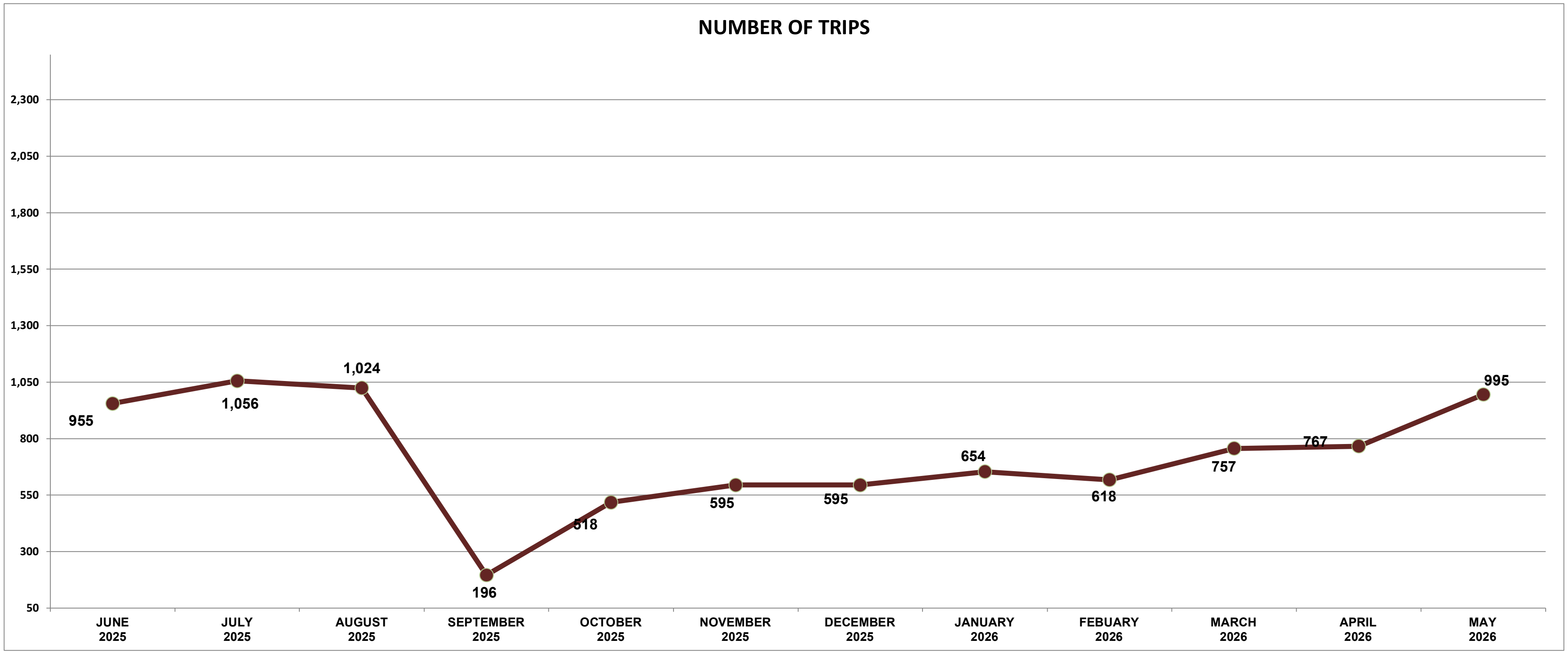
	Initials	Location (Address)	Incident Date	Incident Time	Aircraft ID	</> of Flight	Comments	By	Action Taken	Notes
AIR OPERATIONS CENTERED AT MONTEREY AIRPORT										
15	JVN	Corral Del Tiero	6/28/2029	11:45 PM	NA	28L APP	Good Day - I have lived at San Benancio Rd for 26 years now. I have never been bothered by the few planes going over my house until now. In recent months it started with daily fly overs during blue skies day and night. As I am typing on this Sunday 6/28 10:15 am blue sky, I've already had 5 flights. During the very past 4 weeks it has become intolerable. Every night there is a flight either at 11:15 pm or if late at 11:45 pm shaking my house flying so low and WAKING ME UP out of deep sleep. Only to find the first flight going over at 6:30 am waking me up again. That is 6 1/2 hours of uninterrupted sleep and my doctor advised me to have 8 at a minimum. This is unacceptable. Again fog is for the most part not causing this pattern. I am requesting this to be investigated and changes to be made. Otherwise, I will find myself having to contact my county supervisor Kate Daniels. Thank you for your time.	KC	Explained that the pilots and air traffic can elect to use the RNAV or LOC approach into 28L at anytime regardless of weather. There has been an uptick in traffic due to multipile events around the penisula. The FAA require us to be open 24 hours a day for all aircraft operation.	
AIR OPERATIONS ORIGINATING FROM ANOTHER AIRPORT										
AIR OPERATIONS OF UNKNOWN ORIGIN										

MONTHLY TOTALS and COMPARISONS

	Jun-26	Jun-25	% Change	Other Airport	Uknown Origin
Number of Complaints:	**15**	**6**	150%		
Number of Operations:	**4,436**	**5,372**	-17%		
			% Change		
Annual Total	**42**	**47**	-11%	0	0

13-MONTH ROLLING COMPARISON

Taxis

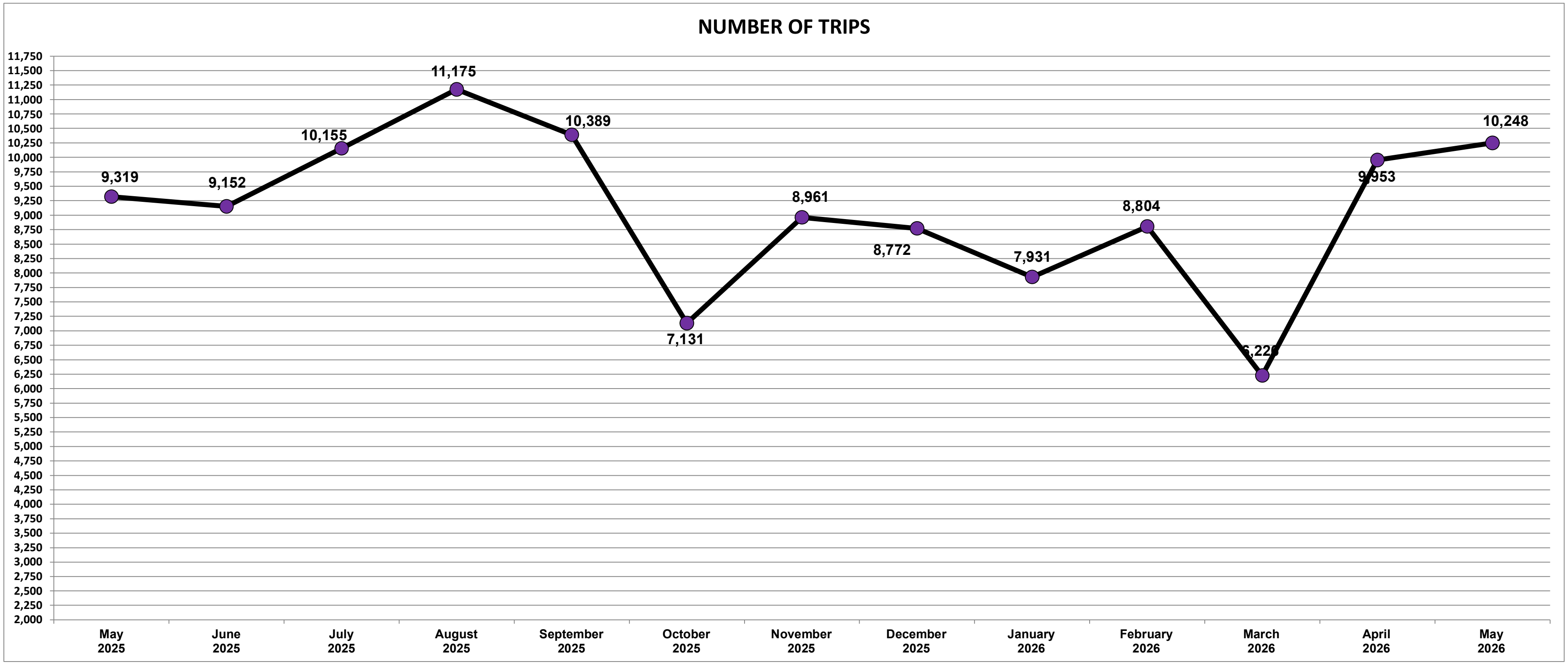


	2025 JUNE	2025 JULY	2025 AUGUST	2025 SEPTEMBER	2025 OCTOBER	2025 NOVEMBER	2025 DECEMBER	2026 JANUARY	2026 FEBUARY	2026 MARCH	2026 APRIL	2026 MAY	2026 JUNE
NUMBER OF TRIPS	955	1,056	1,024	196	518	595	595	654	618	757	767	995	993
PERMITS SOLD	11	17	1	0	0	0	0	0	0	0	1	1	0
TAXI TRIP FEES	#REF!	$ 2,865	$ 3,168	$ 3,072	$ 588	$ 1,554	$ 1,785	$ 1,785	$ 1,962	$ 1,854	$ 2,271	$ 2,301	$ 2,985
TAXI PERMIT FEES	$1,200	$1,100	$1,700	$100	$200	$0	$0	$0	$0	$0	$0	$100	$0
TAXI - TOTAL REVENUE	#REF!	$ 3,965	$ 4,868	$ 3,172	$ 788	$ 1,554	$ 1,785	$ 1,785	$ 1,962	$ 1,854	$ 2,271	$ 2,401	$ 2,985
CURB MGMT CONTRACT													
OBD LICENSING	$ 3,004	$ 3,004	$ 3,004	$ 3,004	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,004	$ 3,004	$ 3,004
TAXI - TOTAL EXPENSE	$ 3,004	$ 3,004	$ 3,004	$ 3,004	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,004	$ 3,004	$ 3,004
OPERATING INCOME / (LOSS)	#REF!	$ 961	$ 1,864	$ 168	$ 788	$ 1,554	$ 1,785	$ 1,785	$ 1,962	$ 1,854	$ (733)	$ (603)	$ (19)
FYTD 2026 (July 2025) OPERATING INCOME / (LOSS)* **													$ 11,366
CUMULATIVE (12-MONTH) OPERATING INCOME / (LOSS)													$ 11,366

***Decline in Taxi trips (Sept.-Jan.) is due to manual reporting. We experienced an outage with our automatic reporting. Software provider suspended fees for months of outage.

13-MONTH ROLLING COMPARISON

Transportation Network Companies (TNCs)



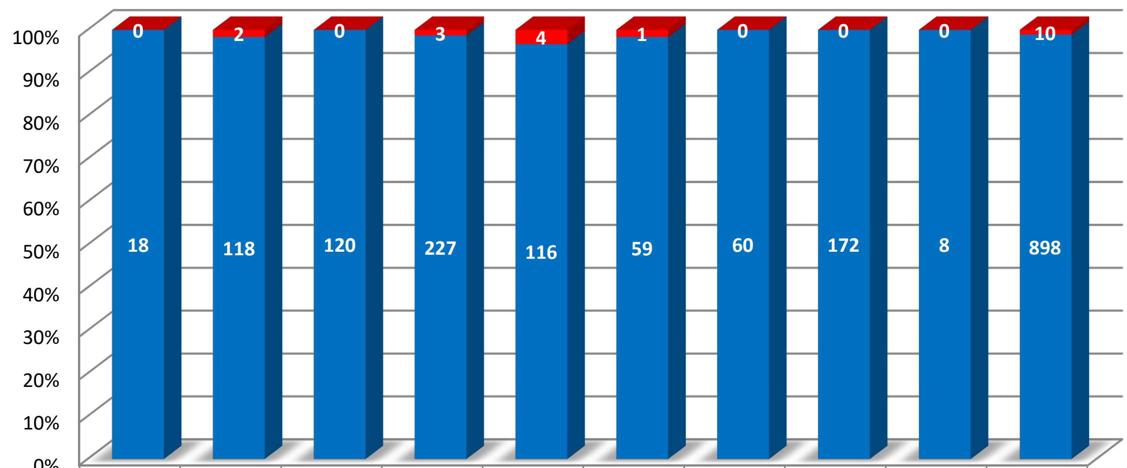
	2025 May	2025 June	2025 July	2025 August	2025 September	2025 October	2025 November	2025 December	2026 January	2026 February	2026 March	2026 April	2026 May
NUMBER OF TRIPS	9,319	9,152	10,155	11,175	10,389	7,131	8,961	8,772	7,931	8,804	6,226	9,953	10,248
NUMBER OF TNCs	2	2	2	2	2	2	2	2	2	2	2	2	2
TNC TRIP FEES	$ 27,957	$ 27,456	$ 30,465	$ 33,525	$ 31,167	$ 21,393	$ 26,883	$ 26,316	$ 23,793	$ 26,412	$ 18,678	$ 29,859	$ 30,744
TNC PAYMENT PENALTIES	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TNC - TOTAL REVENUE	$ 27,957	$ 27,456	$ 30,465	$ 33,525	$ 31,167	$ 21,393	$ 26,883	$ 26,316	$ 23,793	$ 26,412	$ 18,678	$ 29,859	$ 30,744

Cumulative 12-Month Operating Income: $ 326,691

Fiscal Year To Date Operating Income: $ 299,235

JUNE 2026

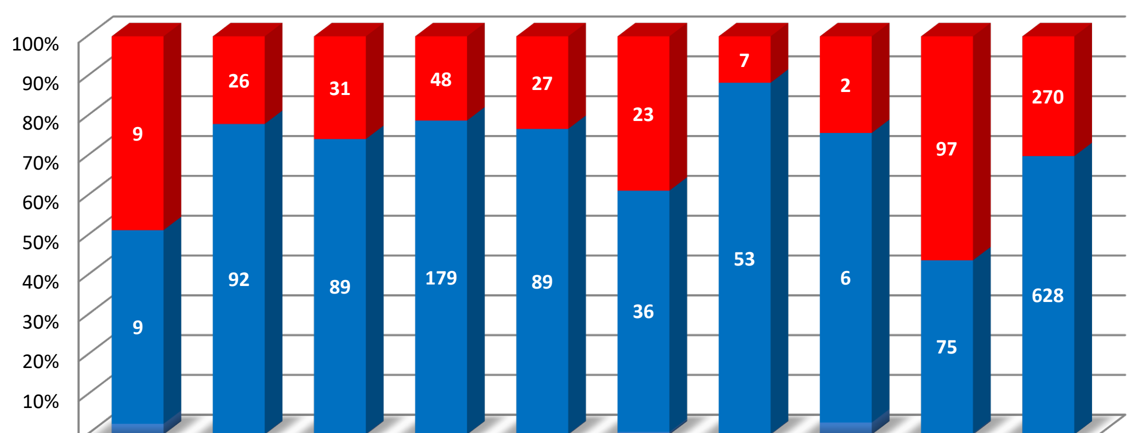
June Commercial Flights
Operated vs. Canceled



	LAS	DEN	LAX	PHX	SAN	DFW	SEA	SFO	ORD	TOTALS
Canceled	0	2	0	3	4	1	0	0	0	10
Operated	18	118	120	227	116	59	60	172	8	898
% Canceled	0.00%	1.67%	0.00%	1.30%	3.33%	1.67%	0.00%	0.00%	0.00%	1.10%

TOTAL CANCELLATIONS: 10

June Commercial Flights
On Time vs. Delayed



	LAS	DEN	LAX	PHX	SAN	DFW	SEA	ORD	SFO	TOTALS
Delayed	9	26	31	48	27	23	7	2	97	270
On Time	9	92	89	179	89	36	53	6	75	628
% Delayed	50.00%	21.67%	25.83%	20.87%	22.50%	38.33%	11.67%	25.00%	56.40%	29.74%

TOTAL DELAYED FLIGHTS: 270

Monterey Regional Airport

JULY 2026 Flight Schedule

Arrivals						Departures					
Aircraft Type (Seats)	From	Airline	Flight #	Time	Schd.	To	Airline	Flight #	Time	Schd.	Aircraft Type (Seats)
CR2 (50)	SFO	UNITED	5479	11:10 AM	DAILY	DEN	UNITED	2754	5:00 AM	DAILY	738 (166)
E175 (76)	LAX	UNITED	5241	11:41 AM	DAILY	PHX	American Airlines	6375	6:00 AM	DAILY	CR7 (66)
738 (172)	DFW	American Airlines	2140	10:15 AM 11:50 AM	4 DAILY	SAN	Alaska Airlines	3388	6:00 AM	DAILY	E175 (76)
E175 (76)	PHX	American Airlines	3720	12:05 PM	DAILY	LAX	UNITED	2655	7:05 AM	DAILY EX 5	738 (166)
738 (166)	ORD	UNITED	785	12:49 PM	SAT	SFO	UNITED	5502	8:00 AM	DAILY EX SAT	CR2 (50)
E175 (76)	DEN	UNITED	5438	1:10 PM	DAILY EX 4	SFO	UNITED	5557	12:00 PM	DAILY	CR2 (50)
E175 (76)	SAN	Alaska Airlines	3346	2:30 PM	DAILY	DEN	UNITED	4713	12:30 PM	DAILY EX 4	E175 (76)
E175 (76)	SEA	Alaska Airlines	2129	5:42 PM	DAILY	PHX	American Airlines	3720	12:35 PM	DAILY EX 4	E175 (76)
CR2 (50)	SFO	UNITED	5738	2:55 PM	DAILY EX SUN	DFW	American Airlines	2140	11:37 AM 12:45 PM	4 DAILY	738 (172)
CR9 (76)	PHX	American Airlines	6268	3:40 PM	DAILY EX 4	LAX	UNITED	5523	2:00 PM	DAILY	E175 (76)
A319 (128)	PHX	American Airlines	2884	6:25 PM	DAILY EX 4	ORD	UNITED	704	2:05 PM	SAT	738 (166)
738 (166)	LAX	UNITED	1363	8:00 PM 8:36 PM	SAT DAILY EX 4	SAN	Alaska Airlines	3221	3:05 PM	DAILY	E175 (76)
738 (166)	DEN	UNITED	1371	9:10 PM	DAILY	SFO	UNITED	4729	3:30 PM	DAILY EX SUN	CR2 (50)
CR7 (66)	PHX	American Airlines	6374	10:35 PM	DAILY EX 4	PHX	American Airlines	6268	4:15 PM	DAILY EX 4	CR9 (76)
CR2 (50)	SFO	UNITED	5670	9:50 PM 11:47 PM	SAT DAILY EX FRI	SEA	Alaska Airlines	2128	6:20 PM	DAILY	E175 (76)
E175 (76)	SAN	Alaska Airlines	3005	11:59 PM	DAILY	PHX	American Airlines	2884	7:10 PM	DAILY EX 4	A319 (128)
A319 (156)	LAS	allegiant	3302 69	1:30 PM 9:10 PM	WED EX 29 MON & FRI	LAS	allegiant	3303 71	2:30 PM 10:00PM	WED EX 29 MON & FRI	A319 (156)

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

AGENDA ITEM: H-5
DATE: July 23, 2026

TO:	Monterey Peninsula Airport District Board of Directors
FROM:	Chris Morello, Executive Director
DATE:	July 1, 2026
SUBJ:	Planning/Marketing and Capital Projects Monthly Report

Attached is the current monthly Project Report for the Planning and Marketing Departments with the following highlights for June 2026:

- CONSTRUCTION UPDATES

Mass Timber installation began on June 30, 2026

Shuttle Service began in June when the new long term parking lot opened

	FUNDING				EXPENDITURES			STATUS			
	PROJECT #	AIP #	PFC	Total Project Budget	Spent in Prior Fiscal Years	FY 2026 Expenditures to Date	6/30/2026	% Physical Complete	Project Name	Current Status	4 Week Look Ahead
ACTIVE FEDERALLY-FUNDED PROJECTS:											
1	2024-01	81	18-22-C-00-MRY	$3,283,565	$3,157,895	$126,725	$3,284,620	100%	**SEP Phase D1 Terminal Design**	The BIL ATP grant application was executed on September 13, 2023 which funds 53% of the HOK design services. HOK made a presentation to the BOD on 11/30/23 and a design concept was chosen.	FAA has provided an additional $110,162 for the final design components to support the CMaC value engineering. Final drawdown was completed on November 30, 2025 with a grant closeout request.
2	2023-02	83	25-26-C-00-MRY	$3,105,891	$1,589,188	$1,524,217	$3,113,405	99%	**RUNWAY 28L-10R TREATMENT**	A contract based on bids was approved at the August board meeting with award to Granite Rock Company. GRC is currently working on the project schedule. Phase 1 mill and fill together with the replaced markings was completed in mid-March 2025.	Project closeout has been completed.
3	2023-03 2028-07	80-84	18-22-C-00-MRY and 25-26-C-00-MRY	$45,050,651	$31,728,676	$11,667,895	$43,396,571	99%	**SEP Phase B2 Commercial Apron Construction**	A notice to proceed was executed on 11/30/2023 and GRV JV began mobilization.	Project closeout documents are in progress.
4	2025-01	86	18-22-C-00-MRY	$18,469,730	$603,915	$4,931,723	$5,535,638	30%	**SEP Phase D3 Landside cirulation**	The construction costs based on a Guaranteed Maximum Price that was provided by OTTO Construction was approved at the August board meeting. OTTO continues to work with HOK to review the plans and discuss value engineering options.	The first phase of parking relocation opened in mid-June. With all the cars out of the old lot, the next phase of construction has begun. With all of the utility conflicts resolved, the round about construction will begin in July.
5	2025-02	85	25-26-C-00-MRY	$1,056,997		$1,084,465	$1,084,465	100%	**Purchase Primary ARFF Vehicle**	The BOD adopted Resolution 1881 authorizing a contract with Oshkosh Airport Products based on bids received for a replacement ARFF Vehicle.	Final drawdown was completed in November with a grant closeout request.

	FUNDING				EXPENDITURES			STATUS			
	PROJECT #	**AIP #**	**PFC**	**Total Project Budget**	**Spent in Prior Fiscal Years**	**FY 2026 Expenditures to Date**	**6/30/2026**	**% Physical Complete**	**Project Name**	**Current Status**	**4 Week Look Ahead**
6	2025-08	88	25-26-C-00-MRY	$8,182,929		$859,460	$859,460	10%	**SEP Phase D3 Relocated parking**	Otto submitted a GMP for the parking in December.	The first phase of parking relocation opened in mid-June. With all the cars out of the old lot, the next phase of construction has begun. With all of the utility conflicts resolved, the roundabout construction will begin in July.
7	2025-09 2025-9A	87-89	25-26-C-00-MRY	$106,902,710	$981,695	$20,365,082	$21,346,777	23%	**SEP Phase D2 Replacement Terminal Construction**	The final GMP was completed and all costs have been identified. Footings and foundations, and steel erection was completed by May 29, 2026.	The mass timber installation began on June 30, 2026 and is anticipated to take approximately 8 weeks. Then the contractor will move onto enclosing the structure and that should be completed by the end of September.
8	2026-01		N/A	$200,000			$174,015	100%	**ARFF Foam Transition and Remediation**		Rosenbaurer transition to the new foam was completed in January 2026. MRY ARFF is 100% PFAS free.
OUTSIDE FUNDED PROJECTS:											
9	2026-02	N/A	N/A	$3,895,470		$75,992	$75,992	2%	**RENTAL CAR READY RETURN LOT EXISTING/FUTURE IMPROVEMENTS**		The design for this project has begun by Otto Construction. Staff are working with and communicating with the rental car companies.
DISTRICT ONLY FUNDED PROJECTS											
10	2025-06	N/A	N/A	$1,000,000	$292,648	$694,582	$987,230	100%	**2801 PROPERTY REPAIRS**	Staff have received approval from the City of Monterey to replace the walls that were removed during the asbestos removal and have been working to procure a contractor to replace the walls, glazing, and update the access to comply with ADA.	The work on this project was completed in August, 2025. We are actively recruiting tenants for the remainder of the space.
11	2026-03	N/A	N/A	$995,000		$54,615	$54,615	0%	**SKYPARK DRIVE IMPROVEMENTS**		Engineering has provided plans, we are looking to find a date to begin solicitation that coincides with the optimal time for construction.

	FUNDING				EXPENDITURES			STATUS			
	PROJECT #	**AIP #**	**PFC**	**Total Project Budget**	**Spent in Prior Fiscal Years**	**FY 2026 Expenditures to Date**	**6/30/2026**	**% Physical Complete**	**Project Name**	**Current Status**	**4 Week Look Ahead**
		N/A	N/A	$995,000		$33,919	$33,919	0%	**RENTAL CAR SHUTTLE SERVICE**		Staff have purchased the two EV carts and executed the contract with Republic Parking. The shuttle ervice began on June 15, 2026.

POLICE
DEL REY OAKS

MONTHLY POLICE ACTIVITY REPORT

June 2026

TO: Executive Director, Chris Morello
FROM: Commander Roger Guzman
DATE: July 10th, 2026
SUBJECT: Police Activity Report for June 2026

The following is a summary of significant activity in the Police Department in June 2026:

Highlights

Del Rey Oaks Police Officers responded to approximately 46 door and gate alarms in June. Daily Sterile Area Prohibited Items Search conducted with TSA Personnel, no discrepancies observed. Daily testing of the Law Enforcement paging system conducted without error. DRO PD Officers conducted the Weekly Duress Alarm testing with TSA Personnel, all test alarms performing as required.

Officers responded to 2 Elevator Alarms during the course of the month.

Officers responded to 7 calls for service for gate malfunctions.

Training

Officer Dowson provided updated training regarding MRY OPS. Met with Airport Operations throughout the month to ensure proper Airport protocols were being followed. MPAD Tenants Meeting was attended by DRO PD and Airport Operations.

Calls for Service

1. 06/01/2026 00:50 AM Ofcr Garcia
   Terminal: Lost and Found
   Gate 2 - White Owala water bottle with red/yellow lid located on seat. Placed in lost and found (#593).

2. 06/01/2026 03:31 AM Ofcr Garcia
   Southside: Equipment Issue
   Reported to Airport Ops tower light not properly producing a green beacon. Ops is aware of the issue.

3. 06/01/2026 05:23 AM Ofcr Garcia
   Terminal: Lost and Found
   Black eye glasses found on top of bike box. Glasses placed in lost and found (#595).

4. 06/02/2026 01:32 PM Ofcr Dowson
   Terminal: Lost and Found
   Lost and found. Black backpack located in baggage claim. Screened and placed in lost and found.

5. 06/02/2026 08:00 PM Ofcr J Andoy
   Southside: Parking Issue
   Vehicle fire at modSTORAGE, 401 Sky Park Way. Fire responded and put out fire to the car and nearby office building.

6. 06/03/2026 07:35 AM Ofcr Tang
   Terminal: Equipment Issue
   P-8 invalid card. Error fixed with badging office.

7. 06/04/2026 01:30 PM Ofcr Bough
   Terminal: Lost and Found
   Large backpack left on the scales at the United Airlines counter. I had the ticket agent look up the phone number to the owner who had already flown out and I called and left her a message. She later contacted me and was given the number for the Lost and Found.

8. 06/09/2026 07:20 PM Ofcr J Andoy
   Terminal: Gate Malfunction
   American reported Baggage Claim door stuck open. PD reset door and closed.

9. 06/09/2026 04:03 PM Ofcr Dowson
   Terminal: Elevator Alarm
   East Elevator Alarm, elevator functioning properly

10. 06/10/2026 04:36 PM Ofcr Dowson
    AOA/Northside: DRONE ALERT
    Drone alert along airport rd. Navy PD stopped pilot across from 709 Airport Rd. See DRO CR 26-159 for further.

11. 06/11/2026 11:30 AM Ofcr Tang
    AOA: Inspection
    Box inspection for UA scooters delivered.

12. 06/12/2026 00:46 AM Ofcr Moore
    Terminal: Gate Malfunction
    Baggage claim doors not closing for airlines staff after completing baggage drops.

13. 06/12/2026 08:30 AM Ofcr Tang
    Terminal: Elevator Alarm
    Alarm from east elevator activated. Negative distress.

14. 06/13/2026 04:18 AM Ofcr Moore
    Southside: Equipment Malfunction
    Entrance parking gate arm fell off gate.

15. 06/14/2026 07:47 PM Ofcr J Andoy
    Terminal: Gate Malfunction
    Baggage claim door unable to close. Doors were reset and closed.

16. 06/14/2026 10:33 PM Ofcr Garcia
    Terminal: Gate Malfunction
    Baggage claim door unable to close. Doors reset and closed.

17. 06/14/2026 11:08 PM Ofcr J Andoy
    Terminal: Gate Malfunction
    Baggage claim door unable to close. Doors reset and closed.

18. 06/15/2026 06:30 AM Ofcr Dowson
    Terminal: Lost and Found
    Dispatched to an unattended bag at the United Ticket Counter. Bag located on the baggage scale with an airline bag tag time stamped at 0412. Staff requested that the bag be placed in Lost and Found. TSA contacted and observed that the bag was properly tagged, but the airline staff failed to contact the passenger before the passenger boarded the flight at 0505 hours. The check-bag cutoff for the airline was 0415 for the flight; the passenger made the flight, and the bag did not. The bag was screened by TSA and left with the airline for reunification with the passenger.

19. 06/15/2026 02:05 AM Ofcr J Andoy
    AOA: Vehicle Inspection
    Vehicle inspection for Sky West Mechanic. Gate V-7.

20. 06/15/2026 12:00 PM Ofcr Dowson
    Southside: Medical Emergency
    Medical. 6 year old with preexisting illnesses transported by AMR to CHOMP.

21. 06/15/2026 01:56 PM Ofcr Dowson
    AOA: Vehicle Inspection
    Vehicle inspection for Sky west mechanic at V-7.

22. 06/15/2026 10:50 PM Ofcr Garcia
    Southside: Equipment Malfunction
    Premium lot gate unable to open. Card reader problem. Attempted to contact Scott Smith; however, Airport Ops were notified. Vehicles were let out manually.

23. 06/15/2026 11:05 PM Ofcr Garcia
    Terminal: Gate Malfunction
    Baggage claim doors unable to close. Baggage claim door (north corner) would not close on reset. Couple attempts with reset and the door closed.

24. 06/16/2026 00:26 AM Ofcr Garcia
    Southside: Equipment Malfunction
    System outage on parking lot gates. Gates remained opened per parking.

25. 06/16/2026 01:00 PM Ofcr Bough
    AOA: Vehicle Inspection
    Escorted an airline mechanic onto the tarmac for Alaska Airlines.

26. 06/16/2026 02:30 PM Ofcr Bough
    AOA: Vehicle Inspection
    Escorted a Skywest airplane mechanic from gate V7 to the ramp.

27. 06/17/2026 00:02 AM Ofcr Garica
    Terminal: Alarm Sounding
    Snack machine by gate four had an error alert. Door was opened and closed. Unsure if the last person purchased items.

28. 06/17/2026 00:07 AM Ofcr Garcia
    Terminal: Lost and Found
    Two items (#629/630) located and placed in lost and found.

29. 06/17/2026 03:55 AM Ofcr Garcia
    Southside: Parking Issue
    3 vehicles cited on Sky Park Dr. for time limits apply parking (MPAD 922-2).

30. 06/17/2026 05:56 AM Ofcr Garcia
    TSA: Undeclared Firearm
    TSA reported a loaded firearm through checked baggage. The firearm was registered to the passenger, unloaded, and separated from the magazines. The passenger continued with his boarding to LAX. (DRO CR26-163)

31. 06/18/2026 11:29 AM Ofcr Gomez
    Northside: Lost AOA Badge
    Steve Shook reported two tenants lost their badges 5/18/26 and had since been deactivated. DRO 26-166.

32. 06/20/2026 12:15 PM Ofcr Tang
    Southside: Parking Issue
    2 parking tickets issued to vehicles with no permits displayed in the long term over fill lot, as advised by airport operations.

33. 06/22/2026 04:25 AM Ofcr Garcia
    Southside: Parking Issue
    6 vehicles issued a citation for parking time limits apply along Sky Park Dr.

34. 06/22/2026 10:18 PM Ofcr Garcia
    Southside: Citizen Assist
    Subject reported being stuck inside the gates at modSTORAGE on Skypark Dr. Gate was opened for exit.

35. 06/23/2026 05:04 AM Ofcr Garcia
    Southside: Parking Issue
    Vehicle parked in handicap spot with no placard in the short term lot. Vehicle issued a citation (DP04819).

36. 06/25/2026 12:15 PM Ofcr Tang
    AOA: Lost Badge
    Lost Badge reported by MJC Employee. DRO Case #26-172.

37. 06/26/2026 01:10 PM Ofcr Tang
    Southside: Assist Citizen
    Assisted Monterey Bay Business bus for tour.

38. 06/27/2026 12:30 PM Ofcr Bough
    Southside: Traffic Control
    The terminal curb line was very congested from 11 AM until 1230. I directed some traffic until it cleared out.

39. 06/29/2026 09:40 PM Ofcr Garcia
Southside: Traffic Control
Airport operations requested assistance for traffic control. Close patrol front loading curb.

40. 06/30/2026 09:52 PM Ofcr Dowson
Terminal: Medical
Airport Ops requested assistance with traffic control. Close patrol front loading curb.

End of Report.