

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

December 14, 2016 10:00 AM

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

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

A. CALL TO ORDER/ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

1. Achievement of Accredited Airport Executive Status

<u>Name</u>	<u>Department</u>	<u>Position</u>
Neil Gabrielson	Operations	Operations Supervisor

D. PUBLIC COMMENTS

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

E. CONSENT AGENDA – ACTION ITEMS

(10:15AM - 10:30AM Estimated)

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

- Approve 1. [Minutes of the Special Meeting of the Air Carrier Service, Marketing, and Community Relations Committee of November 3, 2016](#)
- Approve 2. [Minutes of the Special Meeting of the Budget and Finance Committee of November 7, 2016](#)
- Approve 3. [Minutes of the Regular Meeting of November 9, 2016](#)

F. DEFERRED CONSENT AGENDA - ACTION ITEMS

G. REGULAR AGENDA – ACTION ITEMS

(10:30AM - 11:30AM Estimated)

- Pass to Print 1. [Ordinance No. 921, an Ordinance to Adopt California Code of Regulations Title 24, 2016 Edition of the California Building Standards Code and Other Building Related Codes](#)
- Presentation 2. [Findings on the Initial Study for Installation of a Three-Acre Solar Photovoltaic \(PV\) Electric Generating System](#)
- Adopt 3. [Resolution No. 1674, a Resolution Authorizing and Approving Submission of an Energy Conservation Assistance Act \(ECAA\) Program Loan Application](#)
- Presentation 4. Drone Regulations – Informing Members of the Public

H. ACCEPTANCE OF DEPARTMENT REPORTS

(11:30AM - 12:00PM Estimated)

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

I. BOARD COMMITTEE REPORTS

(12:00PM - 12:15PM Estimated)

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

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

J. CLOSED SESSION

1. **ANTICIPATED LITIGATION** (Government Code section 54956.9(d)(2)) the Board will meet with the Executive Director and District Counsel regarding anticipated litigation – one case.

K. RECONVENE TO OPEN SESSION

L. PENDING REQUESTS FOR FUTURE AGENDA ITEMS

- *Letter/Resolution from the Board to Representative Denham in Support of HR 5563*
- *Electronic Equipment Vending Machine Information*
- *Presentation on Drone Activity at the Airport*

M. DISCUSSION OF FUTURE AGENDAS

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

N. ADJOURNMENT

AGENDA DEADLINE

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

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

MINUTES OF THE SPECIAL MEETING OF THE AIR CARRIER SERVICE – MARKETING - COMMUNITY RELATIONS COMMITTEE OF THE MONTEREY PENINSULA AIRPORT DISTRICT BOARD OF DIRECTORS
November 3, 2016 11:00 AM, Executive Conference Room

A. CALL TO ORDER

Director Miller called to order the Special Meeting of the Board of Directors at 10:05am. Directors Miller and Nelson, Communications and Community Affairs Coordinator Jennifer Fahselt and Executive Director La Pier were present.

B. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

None.

C. PUBLIC COMMENTS

None.

D. REGULAR AGENDA – ACTION ITEMS

Review 1. Marketing, Advertising & Promotions

Executive Director La Pier reviewed the marketing and promotions campaign executed during the past month. Discussion regarding the use of Google ads and Facebook advertising initiatives and the potential impact of that marketing strategy was had. The committee expressed their support for the initiative.

Review 2. Passenger Comment Cards

Passenger comment cards were reviewed with the Committee. Executive Director La Pier addressed the concerns related to terminal seating and hold room carpeting. The seating issue related directly to the transition to placement of the new seating arrangement on the non-secure side of the terminal immediately in front of the security checkpoint. There was a one-day period when the number of seats available was significantly reduced as the new seating was placed. The complaints occurred during that day. La Pier also reported that increased traffic in the gate hold area and the age of the carpet is now requiring more frequent cleaning of the carpet. Maintenance has increased its carpet cleaning schedule.

Review 3. Air Service Update

Executive Director La Pier provided an update to the Committee regarding his pending trip to Dallas to meet with American Airlines at their corporate headquarters. Discussion occurred regarding the meetings with community and industry leaders regarding support for potential new service opportunities and the data collection efforts. Communications and Community Affairs Coordinator Fahselt reported on the formation of the community air service committee.

Discussion 4. Schedule Next Meeting

The next meeting was scheduled for December 6, 2016 at 9:30am.

E. ADJOURNMENT

The meeting adjourned at 10:53am.

**MINUTES OF THE SPECIAL MEETING OF THE BUDGET & FINANCE COMMITTEE OF THE
MONTEREY PENINSULA AIRPORT DISTRICT BOARD OF DIRECTORS** **November 7, 2016**
10:00 AM, BOARD ROOM

A. CALL TO ORDER

Director Sabo called to order the Special Meeting of the Board of Directors at 10:05am. Chair Leffel, Director Sabo, Executive Director La Pier and Deputy Executive Director Bergholz were present.

Presented the following documents to the Budget and Finance committee members:

September 2016 Financial Statement

September 2016 Financial Statement Variance Analysis

Accounts Receivable Aged Invoice Report

B. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

Board members Leffel and Sabo discussed the need to review the Districts mid-year budget and reforecast to fiscal 2017 yearend. Executive Director La Pier and Deputy Executive Director Bergholz will schedule meetings with District managers to the review fiscal year to date revenues and departmental expenses, and request manager input on the remaining fiscal year budget objectives. The budget reforecast will commence in late November and is expected to be completed in late January.

C. PUBLIC COMMENTS

None.

D. REGULAR AGENDA – ACTION ITEMS

Review 1. FYTD 2017 Financial Statements

Reviewed overall financial performance of the District as of September 30, 2016. District revenues continue to be slightly above budget (4.5%) and expenses are below budget (9.3%). Board members expressed concerns about expenses being delayed from budget and requested District management continue to monitor expenditures to insure that current favorable variances aren't simply timing differences.

Review 2. September 2016 Financial Statement Variance Analysis

Reviewed Revenues:

Taxi Operator Permits and Trip fess

TNC Permits and Trip Fees

Parking Concessions

Fuel Flow Fees

*Self-Storage Concession**

**Director Sabo requested Deputy Executive Director Bergholz investigate fluctuations in MHSS and FWSS revenues. Deputy Executive Director Bergholz contacted Carol Genrich, CPA and requested an explanation for MHSS and FWSS revenues. Ms. Genrich was recently hired to improve MHSS and FWSS financial reporting. Tenant revenues are recognized on a mix of cash and accrual. Tenants can pay monthly or prepay for two or more months. Tenants who pay rents for two or three months are recognized in the month received. Tenants who pay more than three months (typically one or two years) are deferred and recognized over the prepayment term. Ms. Genrich also provided tenant occupancy reports which appears to follow the revenues reported in September.*

No additional follow-up questions on revenues.

Expenses:

Finance and Administration:

*Salaries and Wages, Benefits, etc.
CalPERS Retirement**
CalPERS Health Insurance**
Temporary Personnel
Art Program
Umbrella Liability Insurance Expenses
Marketing****

*** Changes in staffing are affecting both CalPERS retirement and health contributions. Former employees received Classic Misc. CalPERS and In-Lieu medical contributions. New hires are receiving CalPERS PEPPRA and standard medical coverage. The net effect of these two variances is a slight increase in expenses.*

**** Marketing overage represents the Districts sponsorship of the Salinas International Airshow. This was an unbudgeted expense.*

Planning & Development:

*Salary & Wage Reimbursement
Architect & Engineer
Computer/Lan & IT*****

***** Computer/Lan & IT expense overage represents renewal of the District's MS 365 software licenses and work on the terminal wireless system. The standard monthly IT service charge is also included in the total.*

Maintenance & Custodial Services:

*Airfield Repair & Maintenance
Terminal Repairs & Maintenance
Rental Space Repairs*

Airport Operations:

General Supplies

Environmental

Police Department:

*Salary and Wages
Salary & Wage Reimbursement
Overtime (OT) Pay*

ARFF / Fire Services:

District Vehicle Repair & Maintenance

Other Income and Expense:

*Grants – FAA
Depreciation and Amortization Expense*

No additional questions on expenses.

Review 3. Accounts Receivable Aged Invoice Report / Cash Position Updated

Review of accounts over 60 days past due were reviewed. Some accounts have been paid and others have been contacted for collections.

Discussion 4. Benefits Broker Transaction Status and Savings

The transition from Kennan & Associates to Morris & Garritano Insurance was completed in September. There was an immediate savings in dental, vision and life/AD&D expenses for FY2017 without a change in coverage and a two-year rate guarantee.

Discussion 6. Future Agenda Items/Finance Committee Schedule

The next meeting was scheduled for December 12, 2016 at 10:00am in the Board Room.

E. ADJOURNMENT

The meeting adjourned at 12:30 pm.

MINUTES OF THE REGULAR MEETING OF THE MONTEREY PENINSULA AIRPORT DISTRICT BOARD OF DIRECTORS
BOARD ROOM, November 9, 2016 10:00 AM

A. CALL TO ORDER/ROLL CALL

Chair Leffel called to order the Regular Meeting of the Board of Directors at 10:01am. Directors Miller, Nelson, Sabo and Searle were present. The following District Officers were present: Executive Director La Pier, Board Secretary Porter and Deputy Executive Director Bergholz. District Counsel Huber was absent. Dave Ritchie, Cota Cole, attended as acting District Counsel. He arrived at 10:42am.

B. PLEDGE OF ALLEGIANCE

Director Nelson led the Pledge of Allegiance.

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

Chair Leffel moved Item G.1 to be presented after Item G.3.

D. PUBLIC COMMENTS

Howard Fosler, Airport Liaison Representative, New Monterey Neighborhood Association (NMNA), stated that the NMNA continues to be amazed and appreciative of the absence of excessive overflight noise in their neighborhood. He noted that he is the person who receives the complaints from the residents and that over the last year there have been minimal. He states that the association and its five thousand residents appreciate the change that has occurred since the time that Michael La Pier has taken the position as Executive Director. He told the Board that the NMNA endorses their choice in selecting Michael for the position and that he believes the mitigation of their noise issue was one of his first successes. He thanked Executive Director La Pier for his sensitivity to their community and its concerns. He also thanked Director Sabo for his leadership in resolving the issue. He concluded by thanking the Board of Directors for selecting Michael La Pier for the Executive Director position.

E. CONSENT AGENDA – ACTION ITEMS

- Approve 1. Minutes of the Special Meeting of the Air Carrier Service, Marketing, and Community Relations Committee of October 4, 2016

- Approve 2. Minutes of the Special Meeting of the Budget and Finance Committee of October 10, 2016

- Approve 3. Minutes of the Regular Meeting of October 12, 2016

Director Miller moved to approve Items E.1, E.2 and E.3. Director Sabo seconded the motion. The motion passed unanimously.

F. DEFERRED CONSENT AGENDA - ACTION ITEMS

G. REGULAR AGENDA – ACTION ITEMS

Presentation 2. Macias, Gini & O’Connell, LLP Fiscal Year 2016 Audited Financial Statements and Board Report

Eugene Ma, Macias, Gini & O’Connell, LLP, presented Item G.2, the audited financial statements of the District of the year ending June 30, 2016.

Approve 3. Extension of Audit Services Agreement with Macias, Gini & O’Connell, LLP

Michael La Pier, Executive Director, MPAD, presented Item G.3. The Board expressed their support of the extension.

Director Miller moved to approve the extension of Audit Services Agreement with Macias, Gini & O’Connell, LLP. Director Sabo seconded the motion. The motion passed by a roll call vote of 5-0.

Adopt 1. Resolution No. 1672, a Resolution Approving Submission of FY 2017-22 Airport Capital Improvement Plan (ACIP); Approve Submittal to FAA; Authorize the Executive Director to Execute All Supporting Documents

Chris Morello, Senior Manager for Development and Environment, MPAD, presented Item G.1, briefly explaining the contents of the Airport Capital Improvement Plan (ACIP).

Director Miller moved to adopt Resolution No. 1672. Director Nelson seconded the motion. The motion passed by a roll call vote of 5-0.

RESOLUTION NO. 1672

A RESOLUTION APPROVING SUBMISSION OF THE FY 2017-2022 AIRPORT CAPITAL IMPROVEMENT PLAN (ACIP); APPROVE SUBMITTAL TO THE FAA, AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE ALL SUPPORTING DOCUMENTS

WHEREAS, the Monterey Peninsula Airport District owns and operates the Monterey Peninsula Airport; and

WHEREAS, the District has provided regular updates which have included review of the draft Master Plan and future Monterey Regional Airport projects and the priorities for same; and

WHEREAS, the Monterey Peninsula Airport District has compiled a list of capital improvement projects in the Airport Capital Improvement Plan (ACIP) that will best serve current and future airport users while maintaining airport facilities; and

WHEREAS, the Federal Aviation Administration (FAA) and the California Department of Transportation may provide funds for qualified ACIP projects;

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT THAT: the Executive Director of the District, or his

designee, is authorized and directed, for and on behalf of the Monterey Peninsula Airport District, to submit the attached FY 2017-2022 ACIP to the FAA and application(s) in support thereof, and to execute and submit all future documents necessary to implement such ACIP and application(s), including grant agreements and any amendments thereto, and that the District Secretary or Acting District Secretary is authorized to affix thereto the official seal of said District. Such grant agreements and amendments executed by the Executive Director are hereby approved, as though set forth in full.

ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 9th day of November, 2016 by the following roll call vote:

AYES:	DIRECTORS:	Miller, Nelson, Sabo, Searle, Chair Leffel
NOES:	DIRECTORS:	None
ABSTAIN:	DIRECTORS:	None
ABSENT:	DIRECTORS:	None

Presentation 4. Update on the Solar Array Analysis by OpTerra Energy Services

Emily Douglas, OpTerra Energy Services, presented Item G.4, updating the Board on the status of the development process of the proposed solar array.

Adopt 5. Resolution No. 1673, A Resolution Approving a Contract with KSA Engineers, Inc. to provide Environmental Review Support

Chris Morello, Senior Manager for Development and Environment, MPAD, presented Item G.5.

Director Miller moved to adopt Resolution No. 1673. Director Nelson seconded the motion. The motion passed by a roll call vote of 5-0.

RESOLUTION NO. 1673

A RESOLUTION AUTHORIZING AND APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH KSA ENGINEERS INC. FOR ENVIRONMENTAL SUPPORT SERVICES

WHEREAS, The Board of Directors of the Monterey Peninsula Airport District (MPAD) adopted the FY 17 Budget on June 8, 2016, including the Planning and Development Department budget; and

WHEREAS, The District follows a sick leave policy in accordance with federal Family and Medical Leave Act (FMLA) and the California Family Rights Act (CFRA), AB 1522 (Healthy Workplaces, Healthy Families Act 2014), Pregnancy Disability Leave, and Kin Care; and

WHEREAS, The Planning and Development Department has one employee that will be on leave per the above policy, beginning on November 7, 2016 until approximately April 1, 2017; and

WHEREAS, The proposed agreement will provide assistance on a time and materials basis for Environmental review of Airport projects during the period November 14, 2016 through anticipated completion of April 1, 2017 for a not-to-exceed amount of \$65,000.00.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: That MPAD contract with the firm of KSA Engineers, Inc. to assist with the Environmental Support Services at the Monterey Regional Airport, and authorizing the Executive Director, or his designee, to execute said contract.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 9th day of November 2016, by the following roll call vote:

AYES:	DIRECTORS:	Miller, Nelso, Sabo, Searle, Chair Leffel
NOES:	DIRECTORS:	None
ABSTAIN:	DIRECTORS:	None
ABSENT:	DIRECTORS:	None

Approve 6. Board Member Attendance at the SWAAAE 57th Annual Airport Management Short Course, January 29 - February 1, 2017, Monterey, California

The Board approved Director Miller, Sabo and Searle's attendance at the 2017 SWAAAE Short Course.

Presentation 7. Review of New Approach and Departure Procedures by Ken Griggs, Operations Manager, Monterey Regional Airport

Ken Griggs, Operations Manager, MPAD, presented Item G.7.

H. ACCEPTANCE OF DEPARTMENT REPORTS

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

I. BOARD COMMITTEE REPORTS

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

a. Standing Committees:

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

b. Ad-Hoc Committees:

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

c. Liaison/Representatives:

- | | | |
|--------------------------------------|-----------------|--------------|
| i. Local Agency Formation Commission | Director Leffel | Alt: Searle |
| ii. Regional Taxi Authority | Director Leffel | Alt: La Pier |

- iii. Transportation Agency for Monterey County
- iv. Water Management District (Policy Advisory)
- v. Special Districts Association Liaison

Director Sabo Alt: Nelson
Director Leffel Alt: Searle
Director Miller

J. CLOSED SESSION

K. RECONVENE TO OPEN SESSION

L. PENDING REQUESTS FOR FUTURE AGENDA ITEMS

- *Letter/Resolution from the Board to Representative Denham in Support of HR 5563*
- *Electronic Equipment Vending Machine Information*
- *Presentation on Drone Activity at the Airport*

M. DISCUSSION OF FUTURE AGENDAS

No new items were added.

N. ADJOURNMENT

The meeting adjourned at 1:29pm.

AGENDA ITEM: G-1
DATE: December 14, 2016

TO: Monterey Peninsula Airport District Board of Directors
FROM: Michael La Pier, Executive Director
Chris Morello, Senior Planning Manager
Scott Huber, District Counsel
SUBJ: Ordinance No. 921, an Ordinance to Adopt California Code of Regulations Title 24, 2016 Edition of the California Building Standards Code and Other Building Related Codes (1st Reading)

BACKGROUND: The Board of Directors may consider adopting the most recent editions of the California Code of Regulations Title 24, 2016 edition of the California Building Standards Code for the Monterey Peninsula Airport District. Further, the Board of Directors may consider adopting the most recent edition of the 2016 California Fire Code for the Monterey Peninsula Airport District.

STAFF ANALYSIS: The California Health and Safety Code, Section 17958, mandates that the California Building Standards Commission adopt and publish the California Building Standards Code (Title 24 California Code of Regulations) every three (3) years. The State recently adopted the 2016 Edition of the California Building Standards Code, which includes the 2016 California Building, Electrical, Plumbing, Mechanical, Residential, Green Building, Fire, Energy, Administrative, Historical, Existing Building, and Reference Standard Codes. The 2016 Edition of the California Code of Regulations Title 24 becomes effective statewide on January 1, 2017.

The California Health and Safety Code requires that the Monterey Peninsula Airport District adopt ordinances that impose the same building standards as are contained in the 2016 California Building Standards Code, with the exception that the Monterey Peninsula Airport District may make amendments to these building standards that are more restrictive and that are reasonably necessary because of local climatic, geological, topographical and/or local environmental conditions as established by the Monterey Peninsula Airport District.

With the adoption of the attached ordinance, the Monterey Peninsula Airport District will comply with state requirements to adopt the 2016 Building Standards Codes. If approved, Ordinance No. 921 would adopt the California Building Standards Code, which includes the Fire Code.

SCOPE. n/a

SOURCE OF FUNDS. Costs are minimal (purchase of a set of the codes and staff training).

IMPACT ON REVENUES. n/a

SCHEDULE. n/a

IMPACT ON OPERATIONS. n/a

CONTINGENCY. n/a

RECOMMENDATION. Pass to Print Ordinance No. 921 - AN ORDINANCE OF THE MONTEREY PENINSULA AIRPORT DISTRICT REPEALING IN ITS ENTIRETY ORDINANCE 914 AND ADOPTING BY REFERENCE THE 2016 CALIFORNIA BUILDING STANDARDS CODE, TITLE 24, AS ADOPTED BY THE CALIFORNIA BUILDING STANDARDS COMMISSION; AND THE 1997 UNIFORM CODE FOR THE ABATEMENT OF DANGEROUS BUILDINGS, THE 1997 UNIFORM HOUSING CODE, AND THE 2012 INTERNATIONAL PROPERTY MAINTENANCE CODE AS PUBLISHED BY THE INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS, REGULATING THE ERECTION, CONSTRUCTION, ENLARGEMENT, ALTERNATION, REPAIR, MOVING, REMOVAL, DEMOLITION, CONVERSION, OCCUPANCY, EQUIPMENT, USE, HEIGHT, AREA, AND MAINTENANCE OF ALL BUILDINGS OR STRUCTURES IN THE MONTEREY PENINSULA AIRPORT; AND PROVIDING FOR PENALTIES FOR THE VIOLATION THEREOF.

**MONTEREY PENINSULA AIRPORT DISTRICT
ORDINANCE NO. 921**

AN ORDINANCE OF THE MONTEREY PENINSULA AIRPORT DISTRICT REPEALING IN ITS ENTIRETY ORDINANCE 914 AND ADOPTING BY REFERENCE THE 2016 CALIFORNIA BUILDING STANDARDS CODE, TITLE 24, AS ADOPTED BY THE CALIFORNIA BUILDING STANDARDS COMMISSION; AND THE 1997 UNIFORM CODE FOR THE ABATEMENT OF DANGEROUS BUILDINGS, THE 1997 UNIFORM HOUSING CODE, AND THE 2012 INTERNATIONAL PROPERTY MAINTENANCE CODE AS PUBLISHED BY THE INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS, REGULATING THE ERECTION, CONSTRUCTION, ENLARGEMENT, ALTERNATION, REPAIR, MOVING, REMOVAL, DEMOLITION, CONVERSION, OCCUPANCY, EQUIPMENT, USE, HEIGHT, AREA, AND MAINTENANCE OF ALL BUILDINGS OR STRUCTURES IN THE MONTEREY PENINSULA AIRPORT; ADOPTING BY REFERENCE PART 9, CALIFORNIA FIRE CODE INCLUDING THE APPENDIX CHAPTERS OF THE CALIFORNIA CODE OF REGULATIONS TITLE 24, 2013 EDITION OF THE CALIFORNIA BUILDING STANDARDS; AND PROVIDING FOR PENALTIES FOR THE VIOLATION THEREOF.

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

SECTION 1. Repeal. That Ordinance No. 914 entitled “AN ORDINANCE OF THE MONTEREY PENINSULA AIRPORT DISTRICT REPEALING IN ITS ENTIRETY ORDINANCE 637 AND ADOPTING BY REFERENCE THE 2013 CALIFORNIA BUILDING STANDARDS CODE, TITLE 24, AS ADOPTED BY THE CALIFORNIA BUILDING STANDARDS COMMISSION; AND THE 1997 UNIFORM CODE FOR THE ABATEMENT OF DANGEROUS BUILDINGS, THE 1997 UNIFORM HOUSING CODE, AND THE 2012 INTERNATIONAL PROPERTY MAINTENANCE CODE AS PUBLISHED BY THE INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS, REGULATING THE ERECTION, CONSTRUCTION, ENLARGEMENT, ALTERNATION, REPAIR, MOVING, REMOVAL, DEMOLITION, CONVERSION, OCCUPANCY, EQUIPMENT, USE, HEIGHT, AREA, AND MAINTENANCE OF ALL BUILDINGS OR STRUCTURES IN THE MONTEREY PENINSULA AIRPORT; ADOPTING BY REFERENCE PART 9, CALIFORNIA FIRE CODE INCLUDING THE APPENDIX CHAPTERS OF THE CALIFORNIA CODE OF REGULATIONS TITLE 24, 2013 EDITION OF THE CALIFORNIA BUILDING STANDARDS; AND PROVIDING FOR PENALTIES FOR THE VIOLATION THEREOF” and all other ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 2. Adoption. The Monterey Peninsula Airport District hereby adopts by reference the 2016 California Building Standards Code, Title 24, as adopted by the California Building Standards Commission, which includes the 2016 California Administrative Code, the 2016 California Building Code, the 2016 California Residential Code, the 2016 California Electrical Code, the 2016 California Mechanical Code, the

2016 California Plumbing Code, the 2016 California Energy Code, the 2016 California Historical Building Code, the 2016 California Fire Code, the 2016 California Existing Building Code, the 2016 California Green Building Code, the 2016 California Referenced Standards Code, the 1997 Uniform Code for the Abatement of Dangerous Buildings, the 1997 Uniform Housing Code, and the 2012 International Property Maintenance Code. A true and correct copy of the 2016 California Building Code as adopted by this section shall be on file in the office of the Secretary of the Monterey Peninsula Airport District for examination and use by the Public.

SECTION 3. The California Fire Code, 2016 edition, including Appendix Chapters, is hereby adopted as the Fire Code of the Monterey Peninsula Airport District, regulating and governing the safeguarding of life and property from fire and explosion hazards arising from the storage, handling and use of hazardous substances, materials and devices, and from conditions hazardous to life or property in the occupancy of building and premises as herein provided; providing for the issuance of permits and collection of fees therefor; and each and all of the regulations, provisions, penalties, condition and terms of said Fire Code on file in the office of the Monterey Peninsula Airport District are hereby referred to, adopted, and made a part thereof, as if fully set out in this Chapter

SECTION 4. That any person, firm or corporation violating any provision of the code adopted hereby or failing to comply therewith, or violating or failing to comply with any order made thereunder, or who shall build in violation of any detailed statement of specifications or plans submitted and approved thereunder, or any certificate or permit issued thereunder shall be deemed guilty of a misdemeanor or infraction, whichever may be charged, and, upon conviction thereof, shall be punishable by a fine not to exceed One Thousand Dollars (\$1,000) or by imprisonment in the county jail for not to exceed six {6} months, or both fine and imprisonment. Each separate day or portion thereof, during which any violation occurs or continues, shall be deemed to constitute a separate offense. The imposition of any one penalty for any violation shall not excuse the violation or permit it to continue and all such violations shall be corrected or remedied by the person, firm or corporation responsible for the violation within a reasonable time. The application of any penalties provided for above shall not be held to prevent the enforced removal of any violation of the code hereby adopted.

SECTION 5. Compliance with the California Environmental Quality Act: The Board of Directors finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines because it has no potential for resulting in physical change to the environment, directly or indirectly.

SECTION 6. Severability: If any section provision, of this Ordinance or the application thereof to any person or circumstances is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction or preempted by state legislation, such decision or legislation shall not affect the validity of the remaining

portions of this Ordinance. The Board of Directors hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause or phrase hereof not declared invalid or unconstitutional without regard to any such decision or preemptive legislation.

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: this 14th day of December 14, 2016 by the following roll call vote:

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

Signed this 14th day of December 2016

Michael La Pier, AAE, Executive Director

Publication Date: _____

TO: Michael La Pier, Executive Director
FROM: Chris Morello, Senior Planning Manager
SUBJ: Status Briefing on Potential Solar Array Initial Study

BACKGROUND. On July 13, 2016 the BOD adopted Resolution 1666 Authorizing and Approving a Professional Service Agreement with OpTerra Energy Services Inc., for preparation and assessment of an up-to three-acre solar photovoltaic (PV) electric generating system.

Since July 2016, OpTerra and Airport Staff have been evaluating the feasibility for the Airport to install an up-to three acre solar PV system. The analysis has included the initiation of environmental review and preparation of an Initial Study for the proposed Project pursuant to the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

STAFF ANALYSIS. The CEQA process through the Initial Study (IS) phase provides a careful examination of the environmental consequences of the proposed Solar Array Project. Initially, the task is not to determine whether the proposed Project will have a significant effect on the environment, but whether it *might* have such an effect. Accordingly, the Initial Study is the preliminary analysis that is provided in order to determine what level of environmental analysis, is necessary, to identify the impacts to be analyzed.

The Initial Study contains an “Environmental Checklist” that assesses potential environmental impacts of the proposed Project using the form included in Appendix G of the CEQA Guidelines. Based on the research and analysis provided, the IS has determined that a Mitigated Negative Declaration (MND) must be prepared for implementation of the proposed Project. A Notice of Intent (NOI) will follow Public Resources Code section 21080.4 (PRC) the CEQA guidelines.

Staff will bring back the proposed MND which will include any comments that are received within the public review period to the Board in January. The Board will then consider adoption of the MND and approval of the potential Solar Array Project.

SOURCE OF FUNDS. The CEQA Initial Study is funded through the CIP Solar Array Project.

IMPACT ON REVENUES. Not Applicable.

RECOMMENDATION. Receive as an information item.

CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:

Fly Monterey Solar Program

Lead agency name and address:

Monterey Peninsula Airport Division (MPAD)
200 Fred Kane Drive, Suite 200
Monterey, CA 93940

Contact person and phone number:

Ms. Chris Morello, Planning Manager
(831) 648-7000 – Ext. 219

Project Location:

The solar project is located on an approximately 2.97 acre site in the northeastern quadrant of Monterey Regional Airport. The installation will occur within a portion of airport property that is currently undeveloped and is located north of the facilities leased by the Navy Flying Club. **Exhibit 1** depicts the solar installation location in relation to airfield facilities. Access to the site is provided via Airport Road which connects to Stuart Avenue and Euclid Avenue within the City of Monterey.

The Airport itself is centrally located between the cities in and around the Monterey Peninsula, in the northwest portion of Monterey County, California. **Exhibit 2** depicts the location of the airport as it relates to the Monterey region. The Airport encompasses approximately 498 acres.

Project Sponsors name and address:

Monterey Peninsula Airport Division (MPAD)
200 Fred Kane Drive, Suite 200
Monterey, CA 93940

General Plan Description:

The Airport is located within a Special District (i.e., MPAD); therefore, there are no General Plan designations applicable to airport property with two exceptions as follows:

1. Airport property located on the northwest corner of the intersection of Highways 68 and 218 is within the City of Del Rey Oaks. This area is designated as Neighborhood Commercial on the City of Del Rey Oaks General Plan land use map (City of Del Rey Oaks 1997).
2. Airport property that is located on the northwest corner of Garden Road and Olmsted Road on Assessor Parcel Number (APN) No. 013321009000; airport property located directly east of Olmstead Road and abutting Highway 68 to the north; and airport property abutting Highway 68 within APN No. 013221015000 is within the City of Monterey and designated as Industrial by the City (City of Monterey 2015).

The portion of airport property that would be developed as part of the solar installation does not fall within the two exceptions noted above.

Zoning:

See discussion above under General Plan Designation. There are no local zoning ordinances over airport property with the exception of the areas noted above as being contained within the general plan for the cities of Del Rey Oaks and Monterey. These areas have associated zoning designations.

The portions of airport property that would be developed as part of the solar installation are not contained within these areas; therefore, the area has no associated zoning.

The project is not located within a coastal zone.

Description of project:

OpTerra Energy Services is designing and implementing a solar installation at Monterey Regional Airport. The goal of this installation is to provide the Airport with an alternative energy source to offset rising energy costs.

One important objective associated with this project will be the mitigation of impact to the local ecosystem and the numerous protected species that inhabit the airport. The solar site was selected due to its ability to afford the smallest possible impact to the naturally environment. Grading, construction, and implementation into the existing utility infrastructure will be completed in a manner that will allow the vegetation to regenerate naturally.

The system chosen for this application is a photovoltaic ground mount system. The system is comprised of the photovoltaic modules (solar panels), the controller, energy storage, energy distribution, and ultimately the end user (the Airport). Electricity is produced by solar panels through the process of converting light (photons) to electricity (voltage). The array will be integrated into the existing utility infrastructure via underground conduit.

The photovoltaic array will be constructed in an open field and will occupy an area approximately 2.97 acres. The array will be positioned in such a way where the highest point will be 9 feet above the ground. The total power output of the system will be approximately 862kw. Minimal grading will be required to prepare the site for the array installation.

OpTerra Energy Services will be coordinating the construction and mitigation of impact to the local environment. OpTerra specializes in sustainable energy and are committed to provide solutions that will provide comprehensive energy programs that transform the way the airport will operate.

Surrounding land uses and setting:

The 2.97 acre solar installation site is located in the northeast quadrant of airport property. Surrounding land uses included undeveloped land, areas leased for equipment storage, and the Naval Flying club.

The Airport itself is located in the Monterey Bay area, approximately two miles southeast of downtown Monterey and just over one mile from the Monterey Bay and the Pacific Ocean. It is bordered by the City of Del Rey Oaks to the north and east, and the City of Monterey to the south and west (refer to Exhibit 2). Land uses in proximity to the Airport include the U.S. Navy golf course, a government research complex (includes the Fleet Numerical Meteorology and Oceanography Center, Naval Research Laboratory, and National Weather Service), residential neighborhoods, agriculture, and commercial and light industrial development along Highways 68 and 218. To the south of Highway 68 is open space located within Monterey County.

Topography on the Airport is nearly flat in areas directly adjacent to the runway, but slopes steeply at the western and eastern ends creating a plateau. On the north side of the airfield, topography is more varied with several hills and drainages. Elevation at the Airport ranges from approximately 125 feet above mean sea level (msl) to 300 feet above msl.

The airport property supports several plant communities, including sensitive communities such as maritime chaparral, coast live oak woodland, and Monterey pine forest. Numerous types of sensitive plants have also been documented on the property as well as in the general area.

Within the Monterey area, Highways 1 and 68 are designated as scenic highways and provide scenic views of the ocean and wooded hills along their respective corridors

Other public agencies whose approval is required:

Approval of the installation is primarily a discretionary action by the MPAD Board and is dependent upon board certification of an appropriate CEQA document prior to taking action on the project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology/Soils
<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature:	Date:
Printed Name:	For:

CEQA Environmental Checklist

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XV. RECREATION:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

I. AESTHETICS:

- (a-d) No Impact. The solar installation will occur in the internal portion of airport property and will not be visible beyond the airport. The site is buffered to the north and east by vegetation and terrain and airport facilities to the south and west.

II. AGRICULTURE AND FOREST RESOURCES:

- (a-e) No Impact. No portion of the project site is located on Prime Farmland, Unique Farmland, or Farmland of Statewide importance, as show on the Important Farmland in California map prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (FMMP 2014). Likewise, there are no agricultural or forestry leasehold on the Airport. Nor would any off-airport agricultural or forestry resources be affected by this project, since the land proposed for the project is not in agricultural or forest land use areas.

III. AIR QUALITY:

- (a-e) No impact. The operation of the photovoltaic array will not result in an increase in current air emissions at the Airport. Construction of the array will result in short term emissions due to the use of trucks to bring materials to the site and the use of construction equipment to prepare the site. Due to the small project footprint these impacts are expected to be localized.

IV. BIOLOGICAL RESOURCES:

- (a) Less than significant impact with mitigation. The proposed project would remove 17 Sandmat manzanita (*Arctostaphylos pumila*) during the minor grading and solar panel construction activities. Sandmat manzanita is a CNPS Rank 1B species and impacts to this species will be mitigated. Mitigation for this species will include propagating, planting, and maintaining 51 individuals in the project footprint. This includes a 3:1 replacement ratio. The propagated individuals will be planted outside of but along the solar array fence line. In order for the mitigation to be successful, the planted individuals must realize a 75% success rate over a three-year maintenance period. At the end of three years, a minimum of 38 living sandmat manzanita plantings must be present in the project area. (b) No impact. The project footprint entirely consists of ruderal vegetation, which is not a sensitive natural community. The project footprint does not include any wetland or riparian habitats. Maritime chaparral, a sensitive natural community is located adjacent to the project footprint, but will not be affected by the proposed project.
- (c) No impact. The project footprint does not include any wetland or riparian habitats.
- (d) No impact. The project footprint does not include any aquatic fish habitat. Due to the ruderal nature of the project footprint and the level of development surrounding the project footprint, the project footprint is not located in an active wildlife corridor. Installation of the proposed solar array would not impede movement of wildlife species that may occasionally pass through the area.
- (e) No impact. Other than ensuring MPAD compliance with CEQA and other State and Federal regulations, the MPAD does not have any local policies or ordinances protecting biological resources. The proposed project will not conflict with any local policies protecting biological resources.
- (f) No impact. The project footprint is not located in any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES:

- (a-d) No Impact. The area proposed for development has been surveyed for cultural resources and none have been identified in the project site. That said, during construction of previous projects at the airport, cultural resources considered significant to the Amah Mutsun Tribal Band were discovered below the surface. To ensure that additional resources, if discovered, are projected a construction monitor from Amah Mutsun Tribal Band will be present.

VI. GEOLOGY AND SOILS:

- (a, c-e) No Impact. The Airport is not within a State-designated Alquist Priolo Earthquake Fault Zone nor is it within an area covered by the current State mapping for Liquefaction Hazard Zones (Cornerstone Earth Group 2009). Previous geotechnical investigations conducted for the recently completed Runway Safety Area (RSA) project found that expansive soils are not present on airport property (Cornerstone Earth Group 2009). No facilities, such as septic are required as part of the project.
- (b) Less than Significant Impact. Previous investigations at the airport have found that the airport soils are susceptible to erosion. However, the relatively small and contained footprint of the project results in limited potential for significant erosion. Best management practices (BMPs) will be used during construction to sure that any potential erosion is contained. BMPs will include revegetation of the site immediately after construction is complete and the installation of measures such as silt fence to contain soils from leaving the project site.

VII. GREENHOUSE GAS EMISSIONS:

- (a) Less than Significant Impact. Construction of the solar installation will generate additional greenhouse gas (GHG) emissions; however, due to the small footprint of the site and ease of installation these impacts will be minimal and will be contained to impacts resulting from vehicles to the site as well as emissions of the limited construction equipment to be used.
- (b) No Impact. The minimal impact of construction does not conflict with area plans regarding greenhouse gasses.

VIII. HAZARDS AND HAZARDOUS MATERIALS

- (a -b) No Impact. The proposed installation does not propose any modification to existing Airport operations related to the transport, use, or storage of hazardous materials.
- (c) No Impact. the nearest school is Del Rey Woods Elementary School, located approximately 2 miles north at 1281 Plumas Ave, Seaside, CA 93955. Installation of the solar feature will not have any impact on this school.
- (d) No impact. The project site is not located on/near a site listed under Government Code Section 65962.5.
- (e) No impact. Installation of the solar facility has no impact on the safety or land use compatibility zones defined within the Airport Land Use Compatibility Plan.
- (f) No impact. The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.
- (g) No Impact. The Airport has an approved emergency response and evacuation plan (per 14 CFR Section 139.325) that addresses emergency procedures for all parts of the facility. Construction and operation of the solar installation will have no impact on this plan.
- (h) No impact. The project would not construct buildings adjacent to wildlands or expose people to a significant risk of wildland fire, and therefore, would have no impact.

IX. HYDROLOGY AND WATER QUALITY:

- (a) Less than significant impact. Water quality issues will be limited to those related to construction activity and petroleum product spills associated with misfueling or accidents. Existing standard water quality measures are sufficient to make these potential impacts less significant. The only waste discharge will be through the facilities of the Monterey Regional Waste Management District.
- (b) No impact. The Airport receives domestic water from American Water Monterey California District. The proposed addition of the photovoltaic array will not increase water demand at the airport.
- (c-e) Less than significant impact. Minor grading will occur during construction and could result in the need for enhanced storm water management. This could present minor changes to the sites drainage pattern, therefore presenting a less than significant impact.
- (f) No impact. This project will not present an factors that would alter the current water quality.
- (g-h) No impact. No housing is included in this project. According to the FEMA Flood Map Service Center, the Airport is not located within the 100-year flood hazard area.
- (j) No impact. The California Emergency Management Agency prepared an inundation map. The Airport is not currently located within the inundation area.

X. LAND USE AND PLANNING:

- (a) No impact. The proposed array installation will be constructed on airport property. This project does not require relocation of homes or businesses. Therefore the project will not divide an established community. No impact is anticipated.
- (b) Less than significant impact. Refer to discussion contained within Section IV.
- (c) Less than Significant Impact. There are no adopted HCPs or other types of resource management plans addressing sensitive biological resources at the Airport. The closest plan of this type is the administrative draft Fort Ord HCP, which addresses the conservation and enhancement of habitat for several special-status plants and animals known to occur on the former Fort Ord. At this time, MPAD is not a Cooperative Party to the agreement and the HCP has not been adopted.

XI. MINERAL RESOURCES:

- (a-b) No Impact. No mineral extraction occurs on the airport property nor is the Airport identified as an area of "Identified Mineral Resource Significance" within the Monterey County General Plan (Monterey County 2008).

XII. NOISE:

- (a) No impact. The project would impose no impact on the current noise levels as established in the local general plan or noise ordinance.
- (b) Less than significant impact – The project will not generate excessive ground borne vibration. Construction activities may result in minor generation of ground borne vibration from construction equipment. No high vibration activities are proposed as part of construction. Ground borne vibrations generated by construction

activities would be of low magnitude, would be temporary, and would result in a less than significant ground borne noise impact.

- (c) No impact. This project will not result in a substantial permanent increase in ambient noise levels in the vicinity of the Airport.
- (d) Less than significant impact. Construction of the photovoltaic array will temporarily increase the ambient noise within the vicinity of the project.
- (e) No impact. This project will not result in subjection of residents or workers to excessive noise levels.
- (f) No impact. The proposed project is not located within the vicinity of a private airstrip.

XIII. POPULATION AND HOUSING:

- (a-c) No impact. This project is not in a residential area and does not include any changes that would displace housing or people.

XIV. PUBLIC SERVICES:

- (a) No impact. Monterey Regional Airport is currently serviced by emergency services. This project will not alter existing service or increase demand for those services.

XV. RECREATION:

- (a-b) No impact. The implementation of this project does not include new or expansion of existing recreational facilities.

XVI. TRANSPORTATION/TRAFFIC:

- (a-f) No impact. The project is located on airport property with no public access to the project site. No existing roadways, traffic patterns or emergency access points will be compromised due to the project.

XVII. UTILITIES AND SERVICE SYSTEMS:

- (a) No impact. The project will not produce additional wastewater, therefore, there is no expected impact to the current treatment requirements.
- (b) No impact. The construction of the photovoltaic array will not result in the need for expanded wastewater treatment facilities. Therefore, no impact will be experienced as a result of the project.
- (c) No impact. The project will require minor grading prior to the installation of the photovoltaic array; however, no new storm water management systems may be required as a result.
- (d) No impact. The project will not require additional water resources, therefore, no impact is anticipated.
- (e) No impact. The project will not produce any additional amount of wastewater.
- (f) No impact. The project does not include structures or facilities that would produce solid waste, therefore, no impact is anticipated.
- (g) No impact. The proposed project would comply with applicable Federal, state, and local statutes and regulations related to solid waste during operation and construction, and therefore, would have no impact.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- (a) Less than significant impact. As discussed in Section IV of this Initial Study, state protected species are present within the project area; however, with implementation of the proposed mitigation measures it is expected that the project will not have long-lasting or significant impacts on these resources.
- (b) Less than significant impact. The small construction time table for this project, combined with the isolated, 2.97 acre project impact, results in a less than significant impact on cumulatively considerable environmental impacts. Within implementation of the mitigation measures described in Section IV and the use of a construction monitor for cultural resources, a less than significant cumulative impact will occur. (c) No Impact. Potential human impacts will not occur as a result of the solar installation. The installation is contained entirely on airport property and is not visible beyond the airport boundaries..

XIX. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

Association of Monterey Bay Area Governments (AMBAG) 2005. Monterey Bay Regional Airport System Plan.

California Air Resources Board (CARB) 2013. 2013 State Area Designation Maps. Available at: http://www.arb.ca.gov/degis/adm/2013/state_o3.pdf, accessed November 2015.

California Department of Conservation, Farmland Mapping and Monitoring Program, "A Guide to the Farmland Mapping and Monitoring Program," November 1994. (www.consrv.ca.gov)

Central Coast Regional Water Quality Control Board (RWQCB) 2011. Water Quality Control Plan for the Central Coast Basin, June.

CEQA Air Quality Analysis Guidance Handbook, South Coast Air Quality Management District, Revised November 1993. (www.aqmd.gov)

City of Del Rey Oaks 1997. General Plan Update for the City of Del Rey Oaks, January.

City of Monterey 2015. Geographic Information Systems (GIS) Portal. Available at: <http://monterey.org/en-us/City-Hall/Geographic-Info-Systems>, accessed November.

MPAD 2013. Wildlife Hazard Management Plan for Monterey Peninsula Airport, Monterey, CA, February.

MPAD 2014. Monterey Regional Airport Layout Plan, conditionally approved FAA on June 27.

MPAD 2014. Monterey Regional Airport Master Plan forecasts, approved by FAA on September 24.

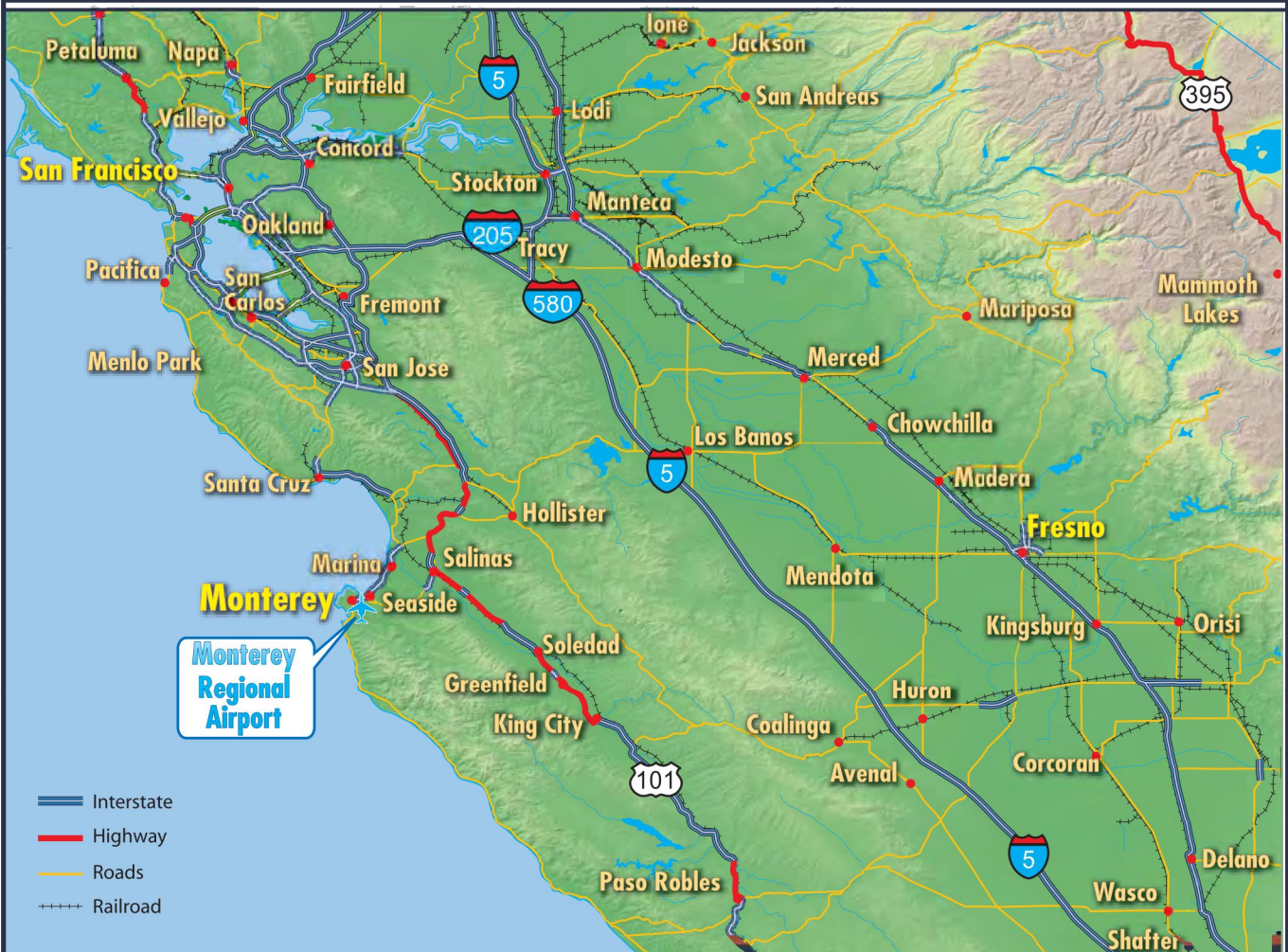
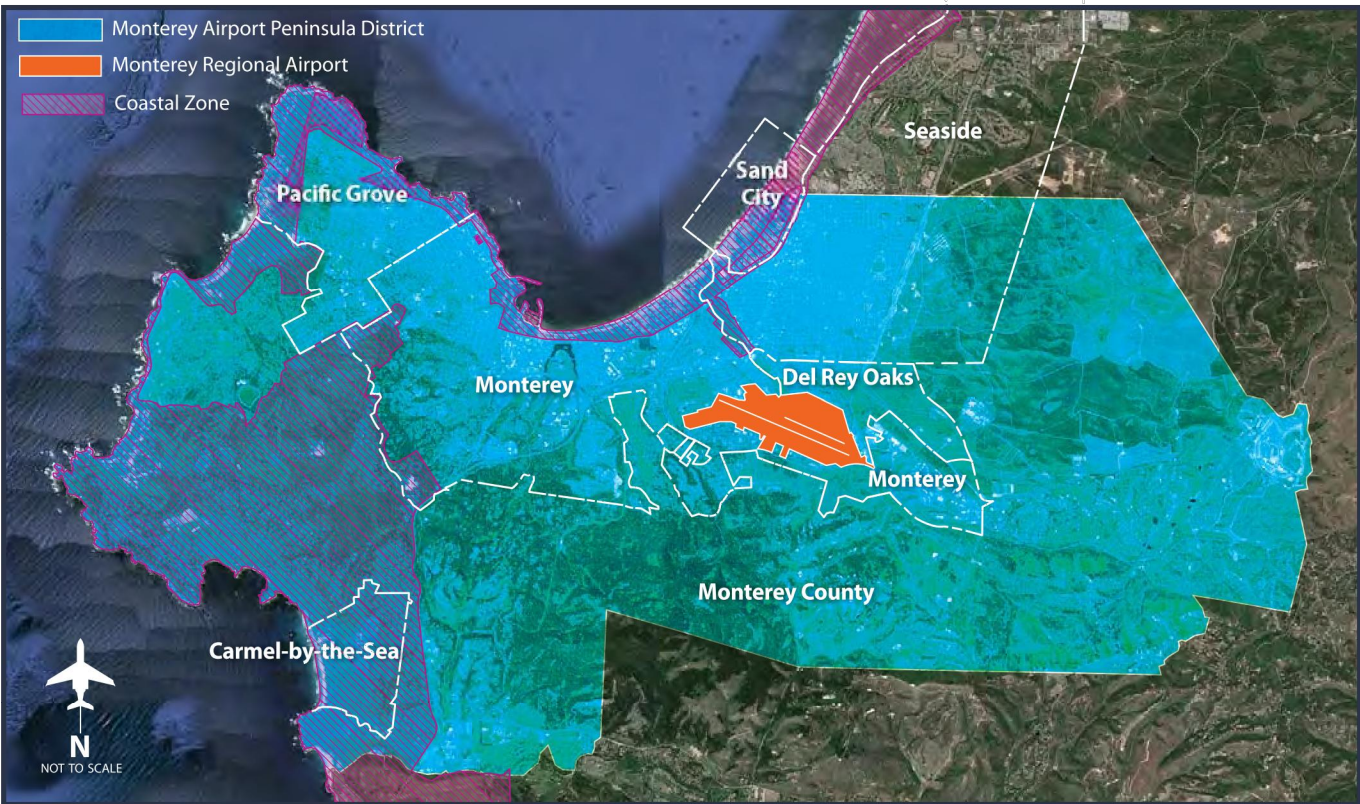
Monterey Regional Waste Management District (MRWMD) website. Monterey Peninsula Landfill. Available at: <http://www.mrwmd.org/programs-services/disposal/monterey-peninsula-landfill/>, accessed November 2015.

United States Department of Agriculture, Natural Resource Conservation Service LESA System. (www.nrcs.usda.gov, www.swcs.org).



PROJECT DESCRIPTION		
ARRAY	ARRAY SIZE	MODULE COUNT
#1	862KW	2,394

- NOTES
1. ALL GROUND MOUNT DESIGN IS BASED ON 142 DEGREE AZIMUTH SINGLE AXIS TRACTER SYSTEM.
 2. LG 360W MODULE, 19 MODULES STRING SIZE.
 3. 50% GROUND COVER RATIO.



TO: Michael La Pier, Executive Director
FROM: Chris Morello, Senior Planning Manager
DATE: December 1, 2016
SUBJ: Resolution No. 1674, A Resolution Authorizing and Approving Submission of an Energy Conservation Assistance Act (ECAA) Program Loan Application.

BACKGROUND. On July 13, 2016 the BOD adopted Resolution 1666 Authorizing and Approving a Professional Service Agreement with OpTerra Energy Services Inc., for preparation and assessment of an up-to three-acre solar photovoltaic (PV) electric generating system.

Since July 2016 OpTerra and Airport Staff have been evaluating the feasibility for the Airport to install an up-to three acre solar PV system.

Prior to the Airport entering into a contractual agreement for the final phase of project implementation/installation, securing the most cost effective funding options has been identified as the critical next step.

Accordingly, staff with OpTerra Energy Services, Inc. have prepared a draft Energy Conservation Assistance Act (ECAA) Program Loan application for submission to the California Energy Commission. The current interest rate for Energy Commission Financing is 1%.

SCOPE OF WORK. The application submittal is intended to determine the cost feasibility of installing a solar photovoltaic (PV) electric generating system.

SOURCE OF FUNDS. There is no cost for submission of this application.

IMPACT ON REVENUES. None at this time.

SCHEDULE. Staff will submit the application immediately following adoption of Resolution No. 1674.

IMPACT ON OPERATIONS. None.

RECOMMENDATION. That the Board adopt Resolution No. 1674, A Resolution Authorizing and Approving Submission of an Energy Conservation Assistance Act (ECAA) Program Loan Application.

RESOLUTION NO. 1674

A RESOLUTION AUTHORIZING AND APPROVING SUBMISSION OF AN ENERGY CONSERVATION ASSISTANCE ACT (ECAA) PROGRAM LOAN APPLICATION

WHEREAS, the California Energy Commission provides loans to schools, hospitals, local governments, special districts, and public care institutions to finance energy efficiency improvements;

WHEREAS, the District engages in facilities improvements for the purposes of improving sustainability and reducing energy costs;

WHEREAS, that the Governing Board of the Monterey Peninsula Airport District hereby finds, determines, declares, orders and resolves to apply for energy efficiency loan at 1% interest from the California Energy Commission to implement energy efficiency measures.

WHEREAS, that in compliance with the California Environmental Quality Act (CEQA), the Board finds that the activity funded by the loan is a project and an initial study prepared recommends that a mitigated negative declaration document need be prepared.

WHEREAS, that if recommended for funding by the California Energy Commission, the Board authorizes the Monterey Peninsula Airport District to accept a loan up to \$3,000,000.

WHEREAS, that the amount of the loan will be paid in full, plus interest, under the terms and conditions of the Loan Agreement, Promissory Note and Tax Certificate of the California Energy Commission.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: that the Executive Director is hereby authorized and empowered to execute in the name of Monterey Peninsula Airport District all necessary documents to implement and carry out the purpose of this resolution, and to undertake all actions necessary to secure funding to complete the energy efficiency projects.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 14th day of December 2016, by the following roll call vote:

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

Signed this 14th day of December 2016

Mary Ann Leffel, Chairman

A T T E S T

Michael La Pier
Executive Director

ATTACHMENT 1

ECAA LOAN APPLICATION FOR ENERGY COMMISSION FINANCING INTEREST RATE 1%

1. APPLICANT INFORMATION

Applicant/Legal Name: Monterey Peninsula Airport District – Monterey Regional Airport		
Type of Entity: (please check one box)		
<input type="checkbox"/> City	<input checked="" type="checkbox"/> Special District	
<input type="checkbox"/> County	<input type="checkbox"/> Public Hospital / Public Care Institution	
<input type="checkbox"/> Public College or University (except Community Colleges)	<input type="checkbox"/> Other, please specify: _____	
Mailing Address: 200 Fred Kane Drive, Suite 200	City: Monterey	Zip: 93940
Street Address: 200 Fred Kane Drive	City: Monterey	Zip: 93940
County: Monterey		
Contact Person: Chris Morello	Title: Senior Manager of Development and Environment	
E-mail: cmorello@montereyairport.com	Phone: 831-333-2312	
Tax ID #: 94-6000944	Congressional District: District 20	
Name of Utility Providers:		
Electric: PG&E	Gas: PG&E	Other:
How did you hear about the Energy Commission's Loan Program? Circle one: Energy Commission Website , Energy Commission Staff Presentation, Literature at Trade Show or Workshop, Utility Company, recommendation by another State agency, or Other (Specify):		

2. PROJECT INFORMATION

- A. Has applicant applied for, or expect to apply for any utility rebates/incentives?
 Yes. Please complete Section B.
 No.

- B. Source of Rebates/Incentives: _____
(Approximate) Amount: _____

3. PROJECT SCHEDULE

Estimated start date: March 1, 2017
Estimated completion date: May 31, 2017

4. PROJECT BUDGET

Total project costs: (include all labor engineering, construction, materials, equipment, inspection demolition (if applicable) and removal (if applicable), less equipment salvage value, (if applicable): \$3,000,000
Loan amount requested from the Energy Commission: \$3,000,000

5. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

- A. Is there documentation demonstrating your compliance with CEQA?
 Yes, Go to B.
 No, STOP: Please complete CEQA compliance documentation (see requirements in the Loan Notice and (See Attachment 4) before submitting application.

- B. What finding did your governing body make? Measures funded by the loan are:
 Not a project. Describe why all measures to be funded by the loan are not CEQA projects, and analysis supporting the conclusion that the measures are not a project:

--

- Is a project, and is exempt: List applicable exemption:
___ Statutory (list code section): _____
___ Categorical (list section from CEQA Guidelines): ___14 CCR _____
Was a Notice of Exemption filed? No Yes
If yes, Date Filed: _____
- Is a project that is not exempt? Applicant prepared the following environmental document:
___ Initial study + Negative Declaration

- Initial study + Mitigated Negative Declaration
- Environmental Impact Report
- Other (describe)

Notice of Determination filed? No Yes Date Filed: 12/15/16

Was a Statement of Overriding Considerations adopted? No Yes

If yes, date: _____

6. APPLICATION DOCUMENTS

Please include all of the following:

- Completed Loan Application (Attachment 1)
- Summary of Energy Measures (Attachment 2)
- Feasibility Study/Audit (may be submitted in a CD or flash drive)
- Utility Billing Data –Copies of 12-24 months of past energy data and rate schedules for electric, natural gas utilities, or other energy sources (unless utility billing data is included in the feasibility study).billing records from electric and gas utilities (unless included in the feasibility study).
- Signed Resolution or Documentation on of Applicant’s Authority to enter into the loan agreement (see Attachment 3 for a sample Resolution)
- CEQA Compliance Documentation (see Attachment 4 for more information)

7. CERTIFICATION

To the best of my knowledge and belief, I certify:

- The information in this application is correct and complete.
- By signing this application, applicant is eligible to receive state funding under all applicable laws, including but not limited to Chapter 2.8 “Project Labor Agreements”, Part 1, of Division 2 of the Public Contract Code.
- By signing this application, applicant does not intend to close or otherwise dispose of the building within the simple payback.
- I have read, understand, and do hereby accept the loan agreement terms, and, further, I am willing to enter into an agreement with the Energy Commission according to the terms offered and will timely sign loan documents if the application is funded.

Name of Authorized Representative: Michael La Pier		
Title: Executive Director		
Signature of Authorized Representative:		
Date: 12/15/16	Phone: 831-648-7000	Email: mike@montereyairport.com

For Assistance:
Email: PubProg@energy.ca.gov
(916) 657-4630

ATTACHMENT 2

Summary of Energy Efficiency Measures in Loan Request

For each application, list the projects for which you are requesting a loan and identify the estimated savings, project cost and payback for each project. Columns except for Simple Payback should total at the end of the table check to make sure totals are correct. Insert more rows as needed.

Project	Peak Demand Savings (kW)	Annual Electric Savings (kWh)	Annual Natural Gas Savings (therms)	Annual Other Energy Savings (specify units)	Annual Cost Savings	Project Installation Cost*	Simple Payback (years)
<i>Monterey Regional Airport PV solar Project</i>	188	1,523,123	0	0	\$183,643	\$2,940,826	16.01382
TOTAL	188	1,523,123	0	0	\$183,643	\$2,940,826	16.01382

* Project Installation Cost shall include all labor, engineering, construction, materials, equipment, inspection, demolition (if applicable), and removal (if applicable) less equipment salvage value (if applicable)

For Assistance call (916) 657-4630

AGENDA ITEM: H
DATE: December 14, 2016

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

DEPARTMENT REPORTS

Michael La Pier, Executive Director
[Air Service Development Report](#)

Ken Griggs, Operations Manager
[Operations Report](#)

Jeff Hoyne, Police Chief
[Police Activity Report](#)

Monterey Fire Department
[Monthly Report](#)

Tim Bergholz, Deputy Executive Director - Finance & Administration
[Financial Summary](#)

Chris Morello, Planning Manager / Grants Administration
[P & D Monthly Project Report](#)

AGENDA ITEM: H
DATE: December 14, 2016

TO: Air Service Committee
FROM: Michael La Pier, A.A.E., Executive Director
DATE: December 6, 2016
SUBJ: Air Service Development Report

Marketing, Advertising & Promotions

Advertising

- **Billboard:** On Hwy 101, 2 miles north of Prunedale. The Alaska Airlines creative is installed.
- **Advertising and Marketing:** Google Ad Works targeting and re-targeting campaign being built to support San Francisco service and American Airlines meeting follow-up. Advertising and promotion around the recent meeting with American Airlines in Dallas was quite successful. Our Google Ads were viewed by 27,978 impressions within a 15-mile radius of the corporate headquarters of AA. Total cost of the campaign was under \$750.00. We are exploring alternatives to use this method of advertising and marketing more and will target our market specifically.

Air Carrier Update

- AS - SAN and LAX service continues once a day.
- G4 (Allegiant) - LAS service continues Thursdays and Sundays. They will be adding an additional round trip frequency during the week of Thanksgiving.
- AA - PHX service continues four times a day for the majority of the month, with three of the turns operated by CRJ900s.
- UA SFO - SFO service continues twice a day. All flights are now being operated using a CRJ-700 aircraft with two class configuration. For one week at the end of the month, UA will reduce the number of frequencies to SFO to one daily. Two daily flights will resume after the holiday. UA LAX service continues at four times daily.

Air Service Development

- Executive Director La Pier reported on the outcome of the meeting with American Airlines in Dallas on November 15, 2016. The meeting was attended by La Pier along with Mark McMinn from MCCVB and Joseph Pickering from Mead and Hunt.

- Communications and Community Affairs Coordinator Jennifer Fahselt reported on the MCCVB pop-up event she attended in Phoenix during the last week of November in support of MCCVB and American Airlines non-stop service to Phoenix. The event was successful and we are committed to support other pop-up events in the future depending upon market.
- No telephone conference call has been scheduled with Alaska Airlines regarding Seattle service. Neither our consultant nor the Executive Director can get a response from key personnel at Alaska. SkyWest indicates they are uncertain whether there will be an agreement to fly for Alaska after the merger with Virgin America is complete. Our SCASDP grant expires on January 15, 2017.

Public Relations

- Social Media/Facebook: Continue to get mostly positive feedback on our Facebook page and through our website inquiry section.
- Santa Cruz Chamber of Commerce: As members of the Santa Cruz Chamber of Commerce, we co-hosted a social event with the Chaminade Resort and Spa on Wednesday, November 16, 2016 from 5pm to 7pm. Many of the business leaders in the Santa Cruz community attended this annual event. The event will be held at the Resort.

Customer Service

- Customer Comment Cards: see October responses attached.

Future Meeting Schedule

January 5, 2017, 10:00am

Tone	Date	Time	A/D/G	Airline	Flt #	Comments	Name	City & State
C	11/01/16	10:00	D/A	AK	5035	I wish your fares were cheaper. Plane was half empty and I only flew because of special fare of \$160.00	RT	West Hollywood, CA
C	11/02/16	12:07	D	AA	5907	Put \$1.50 in snack machine and told attendant he said he would tell the vendor. No snack and no money back?	EG	Girard, OH
P	11/02/16	13:20	D	AA	-	We loved our experience! Everyone was friendly and helpful.	T	Seaside, CA
N	11/08/16	5:30	D	UA	-	No gift shop?! Newspaper, sundries, last minute gifts? I have a hotel in PG and have lots of guests using this airport! Please add something soon!	RB	Pacific Grove, CA
P	11/14/16	16:26	D	-	-	My flight was overbooked and Dianira was fantastic in helping resolve the situation!! Thanks for the help.	R	-
P	11/15/16	11:30	D	AA	5989	Nice seating areas to wait. Bathrooms were immaculate. LOVE THIS AIRPORT.	CH	Roseville, MN
N	-	-	-	UA	-	It takes way too long to get the bags. It's ridiculous. 30+ minutes.	-	-
C	-	-	-	-	-	Add an escalator	J	Salinas, CA
N	-	-	-	-	-	Needs more food	-	-

TO: Michael La Pier, Executive Director
FROM: Operations Manager Griggs
DATE: December 2, 2016
SUBJ: Operations Report

The following is a summary of activity in the Operations Department for November and planned airline activities for December 2016.

1. Staff is working with Lyft on an operating agreement. More information will be available in January.
2. The November noise comment report is attached.
3. The Operating and Expense Reports for the Taxi Open-Entry and Uber ground transportation systems are attached.
4. The Commercial Flight Cancellations & Delay Report for November is attached.
5. Attached is the Commercial Flight Schedule for December 2016.
6. Below is the summary of scheduled airline activity for December 2016:

Alaska Air flown by Horizon

- Continuing to operate one daily departure to San Diego and Los Angeles
- Scheduled to operate a total of 114 flights (Arrivals and Departures)

Allegiant Air

- Continues service twice a week on Thursdays and Sundays
- Scheduled to operate a total of 20 flights (Arrivals and Departures)

United flown by SkyWest

- Four daily LAX departures continue (three on Saturdays)
- Effective Dec. 16th, SFO will only have one daily departure (returning to two in January).
- Scheduled to operate a total of 326 flights (Arrivals and Departures)

American Eagle flown by SkyWest/Mesa

- Service to PHX continues with four daily departures using one CRJ900, two CRJ700 and one CRJ200 aircraft
- Scheduled to operate a total of 232 flights (Arrivals and Departures)

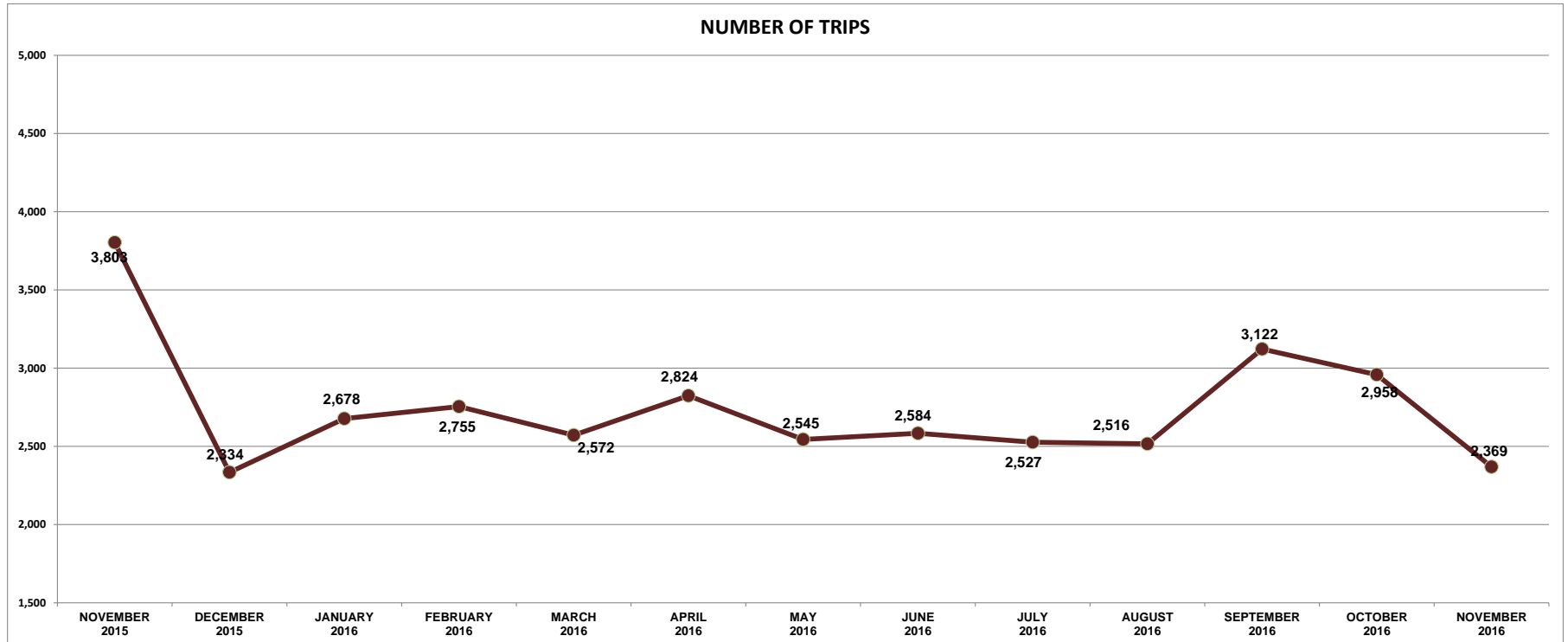
Cumulatively speaking, the airlines have scheduled 46 more flights (692 vs. 646) as compared to last November. This has been attributed to the increase of PHX (American) and LAX (Alaska & United) flights.

**MRY AIRPORT NOISE COMMENT LOG
NOVEMBER 2016**

Name	Location (Address)	Incident Date	Incident Time	Aircraft ID	</> or Flight	Comments	By	Action Taken	Notes
AIR OPERATIONS CENTERED AT MONTEREY AIRPORT									
1	Deanna Bickman	Carmel	11/7/2016	General	All	Just moved back to Carmel three months ago and I noticed increased flight activity in the area.	KG	Caller was inquiring whether NextGen affected her area. She left Palo Alto due to the Bay Area NextGen changes. Informed her that no published procedures have changed in Carmel.	
2	Barbara Lovero	Pasadera	11/1 - 11/4; 11/7-10; 11/16	Multiple	Multiple	Landing RWY 28L	KG	Ongoing concerns regarding changes to RWY 28L RNAV approaches.	Ops has corresponded at length with complainant regarding these issues.
3	Rolf Langland	DRO	11/11/2016	9am	small SE	right-traffic pattern	KG	Spoke with Mr. Langland at length on the District voluntary noise abatement program	Mr. Langland has previously launched several complaints of this operator.
3	Jeffrey Latts	Pasadera	11/13/2016	12:04pm	unknown	unknown	NG	Ongoing concerns regarding changes to RWY 28L RNAV approaches.	Ops has corresponded at length with complainant regarding these issues.
4	Lauren Virshup	Pasadera	11/13/2016	12:31pm	unknown	unknown	NG	Ongoing concerns regarding changes to RWY 28L RNAV approaches.	Ops has corresponded at length with complainant regarding these issues.
5	Jennifer Sites	San Benancio	11/15/2016	Multiple	Multiple	Landing RWY 28L	KG	Annoying airplane noise all morning long	Ops has corresponded at length with complainant regarding these issues.
6	Inge Lorentzen Daumer	Pacific Grove	11/22/2016	5:35pm	F-18	RWY 28L fly-by	KG	F-18 performed a RWY 28L fly-by	F-18 departure course followed the regular Standard Instrument Departure procedure. Did not fly over Pacific Grove.
7	Brenda Cranford	San Benancio	11/22/2016	5:35pm	F-18	RWY 28L fly-by	KG	F-18 performed a RWY 28L fly-by	Sounded like it was going to land in my yard.
8	Peggy Tharpe	York Road	11/22/2016	5:35pm	F-18	RWY 28L fly-by	KG	F-18 performed a RWY 28L fly-by	Disturbing noise. Went right over our house.
9	Mike Weaver	Corral de Tierra	11/22/2016	5:35pm	F-18	RWY 28L fly-by	KG	F-18 performed a RWY 28L fly-by	Unnecessarily loud over residence
10	Nina Demello	Corral de Tierra	11/26/2016	9:48pm	CRJ700	Landing RWY 28L	NG	Likely RNAV approach.	Low flying and loud noise
11	Peter Hiller	Carmel	11/27/2016	4am	unknown	unknown	NG	Unable to identify - advised to call back if heard again.	Loud plane heard overhead
12	Brenda Cranford	San Benancio	11/29/2016	5:33am	unknown	unknown	NG	Advised complainant of voluntary nature of curfew.	Low flying jet woke us up landing at airport. I thought there was no flying till 6am
13	Marwan Zoueihid	Pebble Beach	11/30/2016	12:33pm	F-18	RWY 28L fly-by	NG	F-18 performed a RWY 28L fly-by	Plane flying extremely low and loud disturbing the peace.
14	Rick Anderson	Corral de Tierra	11/30/2016	12:33pm	F-18	RWY 28L fly-by	NG	F-18 performed a RWY 28L fly-by	EXTREMELY loud. This has been occurring every couple of weeks, lately.
15									
16									
AIR OPERATIONS ORIGINATING FROM ANOTHER AIRPORT									
1									
2									
AIR OPERATIONS OF UNKNOWN ORIGIN									
0	**NONE**								
MONTHLY TOTALS and COMPARISONS									

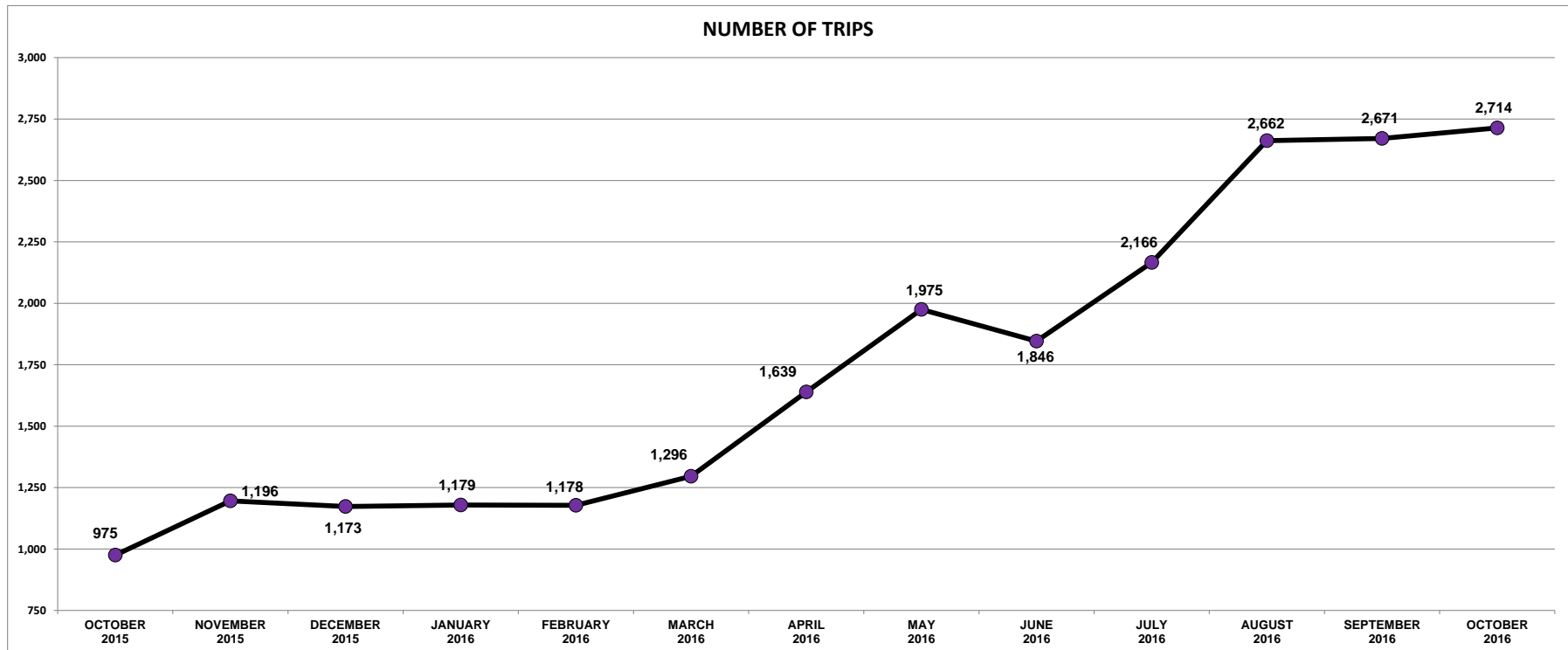
	Nov-16	Nov-15	% Change	Other Airport	UNKNOWN ORIGINS
Number of Complaints:	13	32	-59%	0	0
Number of Operations:	8,876	5,552	60%	0	0
Annual Total	151	135	12%	0	0

13-MONTH ROLLING COMPARISON



	2015 NOVEMBER	2015 DECEMBER	2016 JANUARY	2016 FEBRUARY	2016 MARCH	2016 APRIL	2016 MAY	2016 JUNE	2016 JULY	2016 AUGUST	2016 SEPTEMBER	2016 OCTOBER	2016 NOVEMBER
NUMBER OF TRIPS	3,803	2,334	2,678	2,755	2,572	2,824	2,545	2,584	2,527	2,516	3,122	2,958	2,369
NUMBER OF MEDALLIONS	115	115	115	115	116	116	116	116	72	78	79	82	84
TAXI TRIP FEES	\$ 7,002	\$ 8,034	\$ 8,265	\$ 7,716	\$ 8,202	\$ 8,472	\$ 7,635	\$ 7,752	\$ 7,581	\$ 7,548	\$ 9,366	\$ 8,874	\$ 7,107
TAXI MEDALLION FEES¹	\$ 2,104	\$ 2,104	\$ 2,104	\$ 2,354	\$ 2,354	\$ 2,104	\$ 2,104	\$ 2,104	\$ 19,500	\$ 750	\$ 250	\$ 750	\$ 500
TAXI - TOTAL REVENUE	\$ 9,106	\$ 10,138	\$ 10,369	\$ 10,070	\$ 10,556	\$ 10,576	\$ 9,739	\$ 9,856	\$ 27,081	\$ 8,298	\$ 9,616	\$ 9,624	\$ 7,607
CURB MGMT CONTRACT	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897	\$ 10,897
EQUIPMENT DEPRECIATION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SOFTWARE LICENSE / HOSTING	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,175	\$ 2,245	\$ 2,245	\$ 2,245	\$ 2,245	\$ 2,245
EXPENDABLE SUPPLIES													
TAXI - TOTAL EXPENSE	\$ 13,072	\$ 13,072	\$ 13,072	\$ 13,072	\$ 13,072	\$ 13,072	\$ 13,072	\$ 13,072	\$ 13,142	\$ 13,142	\$ 13,142	\$ 13,142	\$ 13,142
OPERATING INCOME / (LOSS)	\$ (3,966)	\$ (2,934)	\$ (2,703)	\$ (3,002)	\$ (2,516)	\$ (2,496)	\$ (3,333)	\$ (3,216)	\$ 13,939	\$ (4,844)	\$ (3,526)	\$ (3,518)	\$ (5,535)
FYTD 2017 (July 2016 - June 2017) OPERATING INCOME / (LOSS)													\$ (3,484)
CUMULATIVE (13-MONTH) OPERATING INCOME / (LOSS)													\$ (27,649)

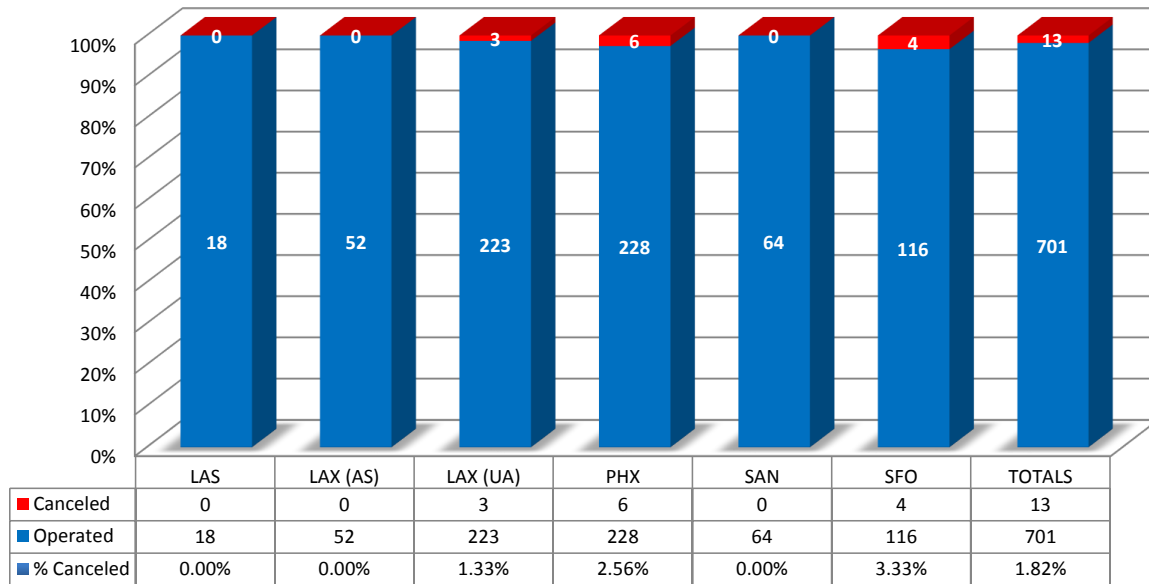
13-MONTH ROLLING COMPARISON



	2015	2015	2015	2016	2016	2016	2016	2016	2016	2016	2016	2016	2016
	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER
NUMBER OF TRIPS	975	1,196	1,173	1,179	1,178	1,296	1,639	1,975	1,846	2,166	2,662	2,671	2,714
NUMBER OF TNCs	1	1	1	1	1	1	1	1	1	1	1	1	1
NUMBER OF VEHICLES	188	231	205	221	264	240	281	289	302	357	434	423	380
TNC TRIP FEES	\$ 2,925	\$ 3,588	\$ 3,519	\$ 3,537	\$ 3,534	\$ 3,888	\$ 4,917	\$ 5,925	\$ 5,538	\$ 6,498	\$ 7,986	\$ 8,013	\$ 8,142
TNC PERMITS	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TNC - TOTAL REVENUE	<u>\$ 3,925</u>	<u>\$ 3,588</u>	<u>\$ 3,519</u>	<u>\$ 3,537</u>	<u>\$ 3,534</u>	<u>\$ 3,888</u>	<u>\$ 4,917</u>	<u>\$ 5,925</u>	<u>\$ 5,538</u>	<u>\$ 6,498</u>	<u>\$ 7,986</u>	<u>\$ 8,013</u>	<u>\$ 8,142</u>

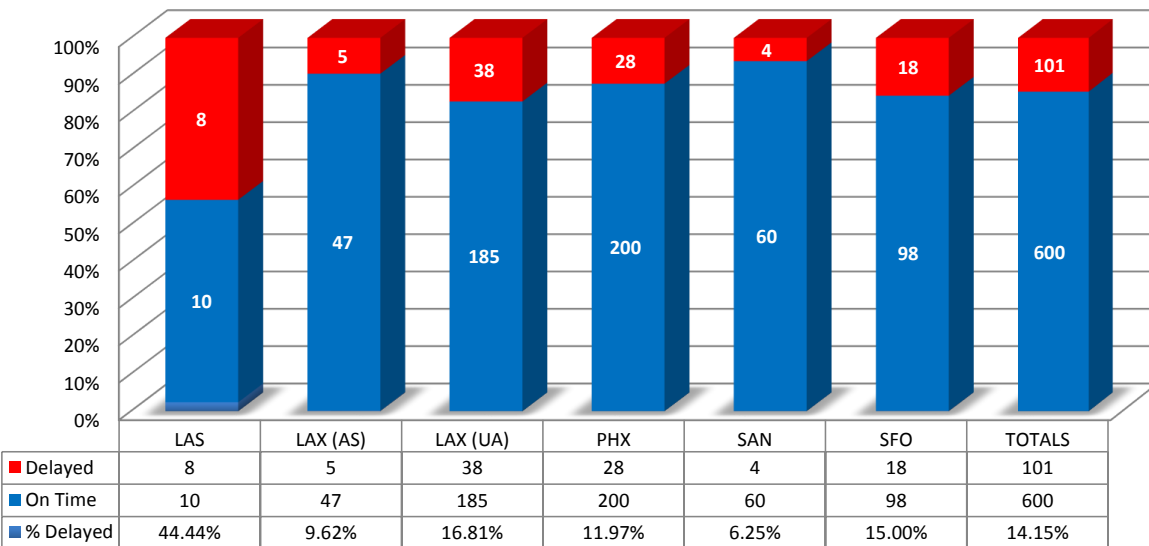
NOVEMBER 2016

November Commercial Flights Operated vs. Canceled



TOTAL CANCELED FLIGHTS: 13



























November Commercial Flights On Time vs. Delayed



TOTAL DELAYED FLIGHTS: 101

Monterey Regional Airport

December 2016 Flight Schedule

		ARRIVALS				DEPARTURES							
		FROM	AIRLINE	FLIGHT	TIME	SCHD	TO	AIRLINE	FLIGHT	TIME	SCHD		
CRJ200 (50)		LAX		5018	10:34 AM 10:05 AM	DEC 1-15 DEC 16-31 EXC DEC 25	SFO		5316	6:00 AM 5:50 AM	DEC 1-15 DEC 16-31	CRJ200 (50)	
CRJ200 (50)		SFO		5829	11:00 AM	DEC 1-15 ONLY	PHX		3068/ 3071	6:05 AM	DAILY	CRJ700 (66)	
CRJ900 (76)		PHX		5896	11:50 AM	DAILY	LAX		5052	6:25 AM 6:35 AM	DEC 1-15 DEC 16-31	CRJ200 (50)	
CRJ200 (50)		LAX		5166	2:00 PM	DAILY	SAN		2437	8:00 AM	DAILY	Q400 (76)	
MD80 (166)		LAS		540	2:10 PM 9:50 AM 3:47 PM	DEC 1,8,22,29 DEC 4,11,15,26 DEC 31	LAX		5053	11:05 AM 10:40 AM	DEC 1-15 DEC 16-31 EXC DEC 25	CRJ200 (50)	
Q400 (76)		LAX		2604	2:38 PM	DAILY	SFO		5188	11:30 AM	DEC 1-15 ONLY	CRJ200 (50)	
CRJ700 (66)		PHX		5755/ 3108	3:45 PM	DAILY EXC DEC 3 & 10	PHX		5989	12:20 PM	DAILY	CRJ900 (76)	
CRJ200 (50)		LAX		5037	5:20 PM 5:40 PM 7:10 PM	DEC 1-15 DEC 16-23,26-31 DEC 24	LAX		5139	2:30 PM	DAILY	CRJ200 (50)	
Q400 (76)		SAN		2436	8:02 PM	DAILY	LAS		541	2:56 PM 10:40 AM 4:32 PM	DEC 1,8,22,29 DEC 4,11,15,26 DEC 31	MD80 (166)	
CRJ700 (66)		PHX		3073	6:50 PM	DAILY	LAX		2603	3:10 PM	DAILY	Q400 (76)	
CRJ200 (50)		LAX		5021	8:50 PM 9:25 PM	DEC 1-15 DEC 16-31 EXC DEC 24,25	PHX		3104	4:15 PM	DAILY EXC DEC 3 & 10	CRJ700 (66)	
CRJ700 (66)		PHX		3107	9:00 PM	DAILY EXC DEC 3,5,6,10,12,13	LAX		5054	5:55 PM 6:10 PM	DEC 1-15 DEC 16-23,26-31 EXC SA	CRJ200 (50)	
CRJ200 (50)		SFO		5850	11:30 PM 11:46 PM	DEC 1-15 DEC 16-31	PHX		3073	7:15 PM	DAILY EXC DEC 3,5,6,10,12, 13	CRJ700 (66)	

*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
DATE: December 14, 2016

TO: Mike La Pier, Executive Director
FROM: Police Chief Jeff Hoyne
DATE: December 2, 2016
SUBJECT: Police Activity Report for November 2016

The following is a summary of significant activity in the Police Department in November 2016:

Highlights

- Chief Hoyne elected as President of the Monterey County Chief Law Enforcement Officers Association.
- MRY PD responded to **286 door and gate alarms** as in November.
- Officers worked a total of **17.5 hours of overtime** in November.
- MRY PD Officers responded to three outside agency assists in November which consisted of the following:
 - 11/9 @ 1915 hrs. Subject was served a civil – non harassment order for the Monterey County Sheriff’s Department.
 - 11/12 @ 0045 hrs. Covered Del Rey Oaks officer who was out on a probation search in the Walgreens parking lot.
 - 11/19 @ 2142 hrs. Monterey PD responded to the Portuguese Hall for the report of a fight between security and partygoers. MPD requested “Start Everyone”. Officer responded Code 3 from the airport.

Training

- All officers completed monthly DTBs.
- All officers completed Lexipol webinar – Best Practices Eye Witness Identification
- Officer Dowson attended two-day Patrol Rifle Course.

Calls for Service

1. 11/2 @ 0850 hrs. Subjects reported theft of tools from a storage container location off of North Road.
2. 11/3 at 0100 hrs. Officer observed gate V-16 not closed properly and off the track. Gate was reset on track and attempted to reset. Maintenance notified.
3. 11/6 @ 0300 hrs. Responded to alarm sounding at Sky Park Self Storage. Nothing found, strong chemical smell in the bottom floor of the west building.
4. 11/10 @ 1600 hrs. An abandoned and unregistered vehicle was towed from the employee lot. Property released to owner’s daughter.

5. 11/13 @ 1100 hrs. Responded to Skypark Self Storage to assist Fire Department with a male complaining of chest pains.
6. 11/17 @ 2005 hrs. A fuel truck spilled approximately 5-8 gallons of fuel adjacent to 300 SkyPark Drive. Fire assisted Jet West with containment and cleanup. Airport Operations Manager notified.
7. 11/18 @ 0730 hrs. MPAD employee reported a syringe laying on the ground near his vehicle in the MPAD employee parking lot. Syringe located and disposed of properly with Fire Department.
8. 11/22 @ 1330 hrs. An Uber driver was detained in front of the terminal and given a verbal warning regarding soliciting on airport property.
9. 11/23 @ 1020 hrs. TSA violation occurred on the north side of the airport regarding unauthorized construction at the Naval Research Laboratory Base.
10. 11/24 @ 2015 hrs. Subject cited for possession of more than 1 oz. of marijuana and paraphernalia.
11. 11/25 @ 1530 hrs. Aviation Port Services employees backed a lavatory unit into a concrete light pole. The impact caused the protective light cover to fall and shatter on the ground.
12. 11/26 @ 1620 hrs. Officer stood by while Hertz employee retrieved keys from a customer. The customer caused a disturbance the day prior and was threatening to take a car without permission. Customer gave up keys peacefully.
13. 11/28 @ 1040 hrs. Officers responded to a duress alarm at the checkpoint. Code 4 malfunction.
14. 11/30 @ 2020 hrs. Dispatched to Monterey Jet Center for a person refusing to leave. Subject was contacted in front of 202 Sky Park Drive.



MONTEREY FIRE DEPARTMENT

Report to Airport Board of Directors

November 2016

1. Incident Responses

Engine assigned to Fire Station 6 (Airport) responded to a total of 22 incidents during the month as follows (see attached for breakdown of types of incidents):

- MPAD property – 2
- City of Monterey – 19
- Auto / Mutual Aid – 1

2. Training

Personnel completed a total of 92.75 hours of Airport related training during the month.

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

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

3. Other

- Eight offers of employment were accepted by firefighter candidates to start a Recruit Academy in January 2017. We are awaiting results of medical and psychological evaluations for one additional candidate before a job offer will be made to him.

Monterey Fire Department

Incident Type Report (Summary)

**Alarm Date Between {11/01/2016} And
{11/30/2016} and Station = "6"**

Incident Type	Count	Pct of Incidents	Total Est Loss	Pct of Losses
3 Rescue & Emergency Medical Service Incident				
3111 Medical Call No Aid Given	2	9.09%	\$0	0.00%
321 EMS call, excluding vehicle accident with injury	7	31.82%	\$0	0.00%
324 Motor Vehicle Accident with no injuries	2	9.09%	\$0	0.00%
	11	50.00%	\$0	0.00%
4 Hazardous Condition (No Fire)				
411 Gasoline or other flammable liquid spill	1	4.55%	\$0	0.00%
	1	4.55%	\$0	0.00%
5 Service Call				
551 Assist police or other governmental agency	1	4.55%	\$0	0.00%
553 Public service	2	9.09%	\$0	0.00%
	3	13.64%	\$0	0.00%
6 Good Intent Call				
611 Dispatched & cancelled en route	1	4.55%	\$0	0.00%
622 No Incident found on arrival at dispatch address	4	18.18%	\$0	0.00%
671 HazMat release investigation w/no HazMat	1	4.55%	\$0	0.00%
	6	27.27%	\$0	0.00%
7 False Alarm & False Call				
743 Smoke detector activation, no fire - unintentional	1	4.55%	\$0	0.00%
	1	4.55%	\$0	0.00%
Total Incident Count:	22		Total Est Loss:	\$0

TO: Michael La Pier, Executive Director, Monterey Peninsula Airport District
FROM: Tim Bergholz, Deputy Executive Director Finance and Administration
SUBJECT: Financial Summary for October 2016 for Fiscal Year 2017

BACKGROUND. The Financial Summary for October 2016 (the fourth period of Fiscal Year 2017) is summarized by the following documents:

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

SUMMARY. September 2016 combined airport operating revenues were \$60.0K (8%) higher than plan and 159.6K (5%) higher plan FYTD.

OPERATING REVENUE							
October 2016 ACTUAL	October 2016 PLAN	VARIANCE		FYTD 2017 ACTUAL	FYTD 2017 PLAN	VARIANCE	
		\$	%			\$	%
\$ 783,845	\$ 723,774	\$ 60,071	8%	\$ 3,117,051	\$ 2,957,462	\$ 159,589	5%

October Commercial Aviation fees remain materially on plan (\$67.9K actual vs \$64.4K planned) with a 5.4% favorable fee variance, and favorable landing volumes 9% variance (369 actual vs 340 planned). Increased aircraft landing weights continue to be a benefit for the District’s commercial revenues.

October 2016 general aviation operating revenues (\$173.5K) were 4.2% higher than plan (\$165.3K), and 11.3% higher than September actual revenues (\$155.8K). FYTD general aviation revenues are \$678.2K which is 3.7% or (\$24.3K) higher than plan. FYTD General Aviation fuel and landing fees continue to exceed plan but are offset by lower than budgeted light GA fees.

October combined TCP permits, taxi permits & TNC trip fees, terminal concessions, rental car and parking concessions (Concessions) were above plan (\$27.5K). A majority of the October Concession favorable variance comes from higher parking fees (\$8.6K), Rental Car (\$7.9K) and TNC (Uber) trip fees (\$12.6K). The TNC (Uber) trip fees overage includes a one-time annual operating permit fee of \$7.5K. FYTD Concessions are above plan by \$59.3K. This favorable variance continues to be driven by rental car, parking and TNC fees.

In October, there were sixteen (16) cancelled commercial flights, which is eighteen (18) lower than the cancelled flights in September. October commercial flight cancellations came from Alaska (4) and United (12). Even with cancellations, commercial flight aircraft size continued to improve commercial aeronautical fees to be above plan for October.

OPERATING EXPENSE							
October 2016 ACTUAL	October 2016 PLAN	VARIANCE		FYTD 2017 ACTUAL	FYTD 2017 PLAN	VARIANCE	
		\$	%			\$	%
\$ 664,212	\$ 647,337	\$ (16,875)	3%	\$ 2,554,591	\$ 2,740,752	\$ 186,161	-7%

October operating expenses are lower than plan by \$16.9K (3%). This favorable variance can't be attributed to one specific expense type. In October, all cost centers combined had lower salary and wages (\$3.8K) (excluding a one-time \$10K incentive payment), employer taxes (\$6.2K), employee benefits (\$3.6K), personnel related expenses (\$4.8K), business related expenses (0.8K) and utilities (\$27.1K). In October Expendable/Consumable Supplies & Materials (\$4.0K), repairs and maintenance (\$6.2K), Professional Services (\$11.7) and marketing (\$28.9) were higher than plan.

October FYTD operating expenses are \$186.1K (6.8%) lower than plan. This favorable variance is attributed to lower employee and related expenses (\$77.7K), business related expenses (\$8.3K), supplies and materials (\$11.5K), repairs and maintenance (\$63.2K), outside services (\$5.8K), professional services (\$0.2K), and utilities (\$37.6K). Many of these favorable expense variances are considered temporary and will reverse over the remaining periods in FY17.

As a result of higher operating revenues and lower operating expenses October operating income is \$119.6K which is \$43.1K or 57% higher than plan. FYTD operating income is \$562.5K which is \$345.8K or 160% higher than plan.

OPERATING INCOME / (LOSS)							
October 2016 ACTUAL	October 2016 PLAN	VARIANCE		FYTD 2017 ACTUAL	FYTD 2017 PLAN	VARIANCE	
		\$	%			\$	%
\$ 119,633	\$ 76,437	\$ 43,196	57%	\$ 562,460	\$ 216,710	\$ 345,750	160%

* **Note-** Historically the following charts presented the fiscal years 12 months of business activity. Going forward the charts will display a rolling 13 months of business activity.

ACCOUNTS RECEIVABLE. The accounts receivable balance on October 31, 2016, is \$413.8K. This balance is 18.6% lower than the September 30, 2016 balance and 19.7% higher than the balance on October 31, 2015.

Of the accounts receivable balance, \$40.2K or 4% are over 60 days old. The over 60 days old primarily consists of four invoices American Airlines lost (\$29.6K) and two disputed Allegiant Air invoices (\$5.4K) two Via Air invoices (\$2.1K) and three FAA service invoices (\$2.4K).

Chart 1 below depicts the accounts receivable balances by month for the 13 months from October 2015 to October 2016.

Chart 1

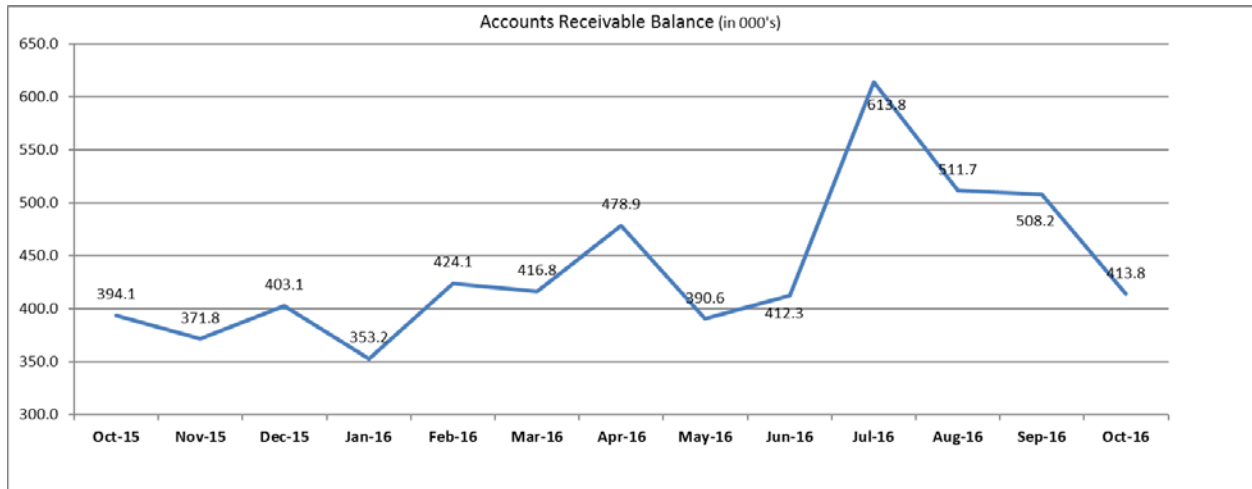
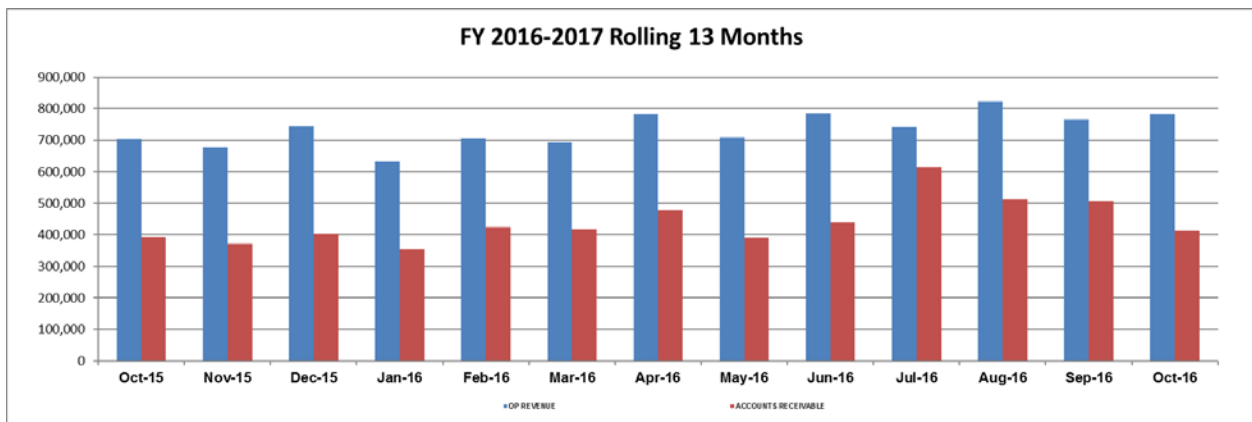


Chart 2 below graphically presents the monthly comparison of operating revenues to accounts receivable.

Typically, the balance of accounts receivable at month-end will align with operating revenues in that month, and be approximately 55% to 60% of revenues. In October 2016, accounts receivables are 52% of sales.

Chart 2



UNRESTRICTED CASH AND INVESTMENTS. The unrestricted cash and investments balance on October 30, 2016 is \$4.075M and the unrestricted cash and investments balance on September 30, 2016 was \$4.069M, an improvement of \$6K. This \$6K increase in unrestricted cash and investments resulted from general interest income.

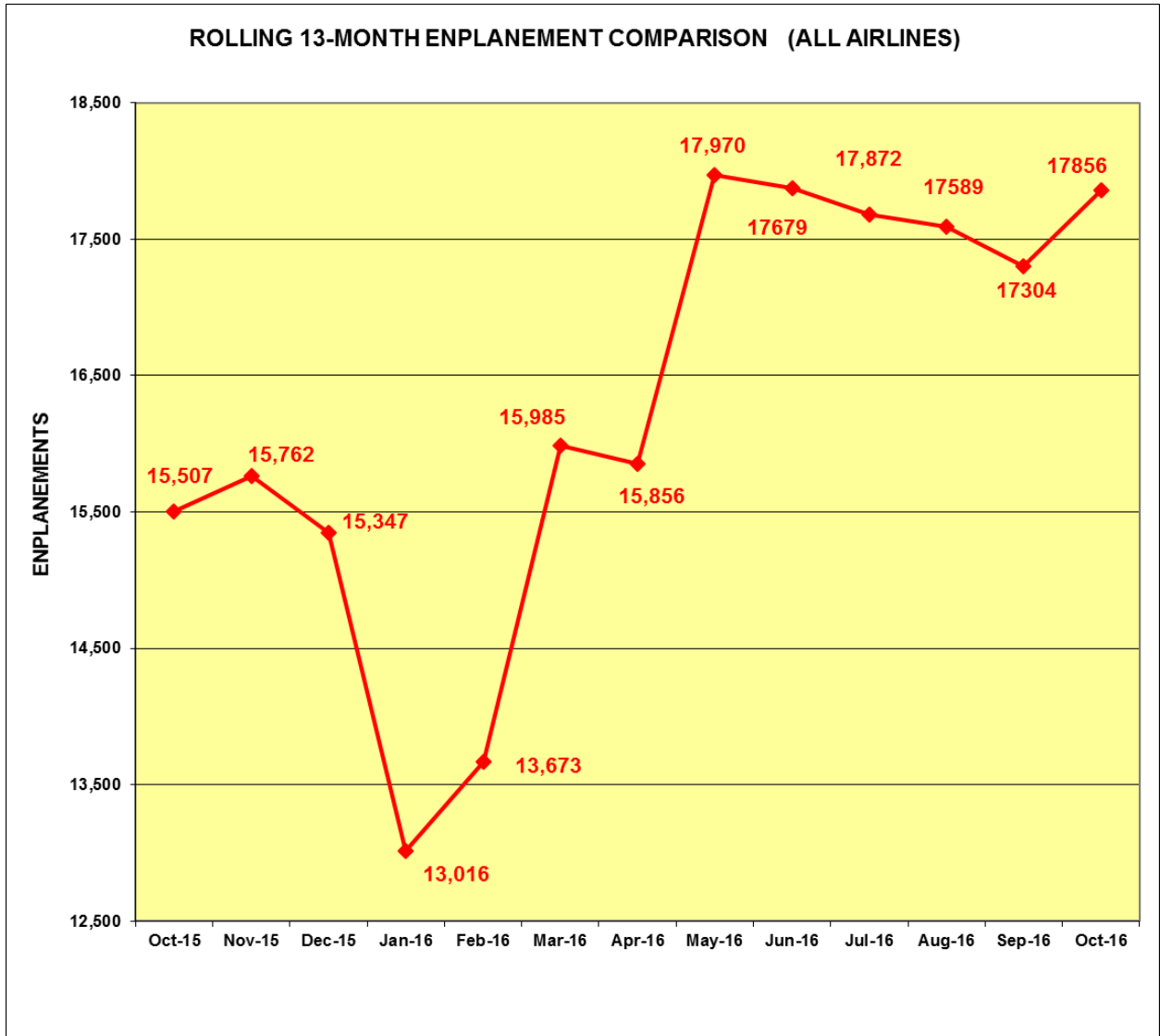
Chart 3 graphically presents the monthly balances of unrestricted cash and investments.

Chart 3

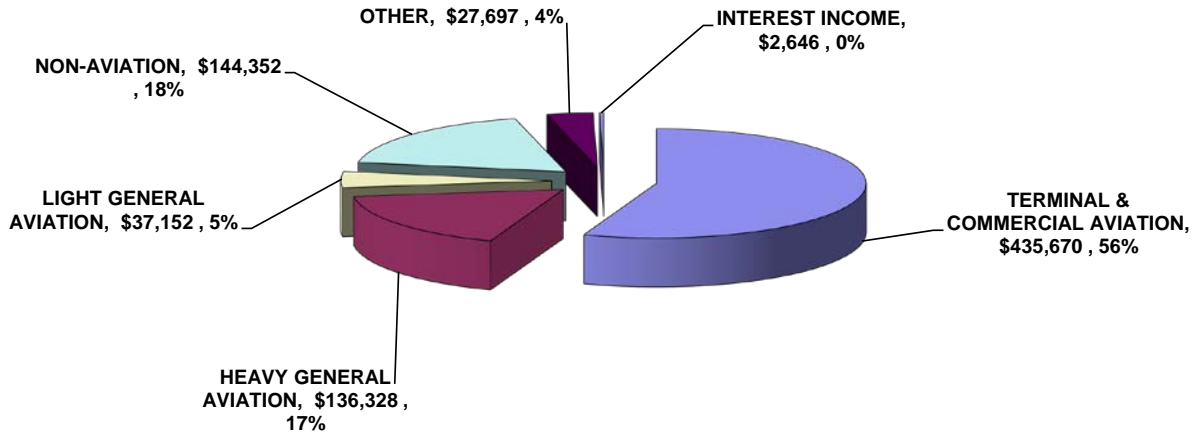


Chart 4 presents a rolling 13-month display of total enplanements, which mimics the business cycle of the District. When compared to September 2016, October 2016 enplanements increased 3.2%. When comparing October 2016 to October 2015 enplanements increased 15.1%.

Chart 4

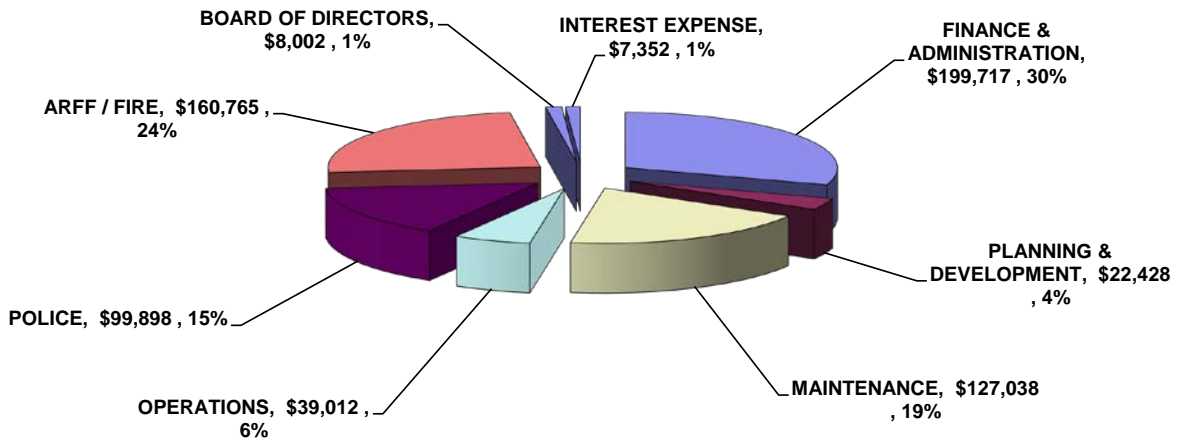


OCTOBER 2017 OPERATING REVENUE



TOTAL OPERATING REVENUE: \$783,845

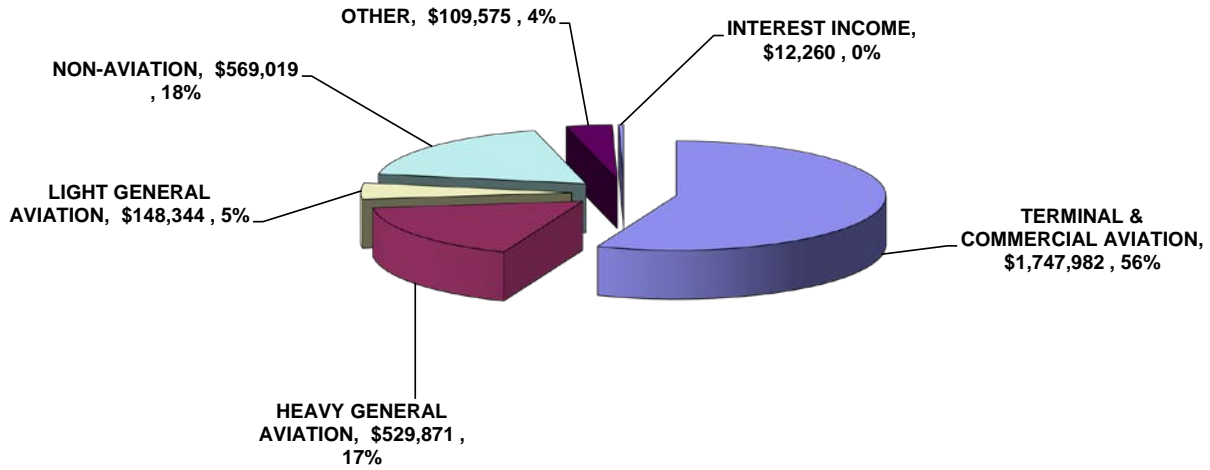
OCTOBER 2017 OPERATING EXPENSE



TOTAL OPERATING EXPENSE: \$664,212

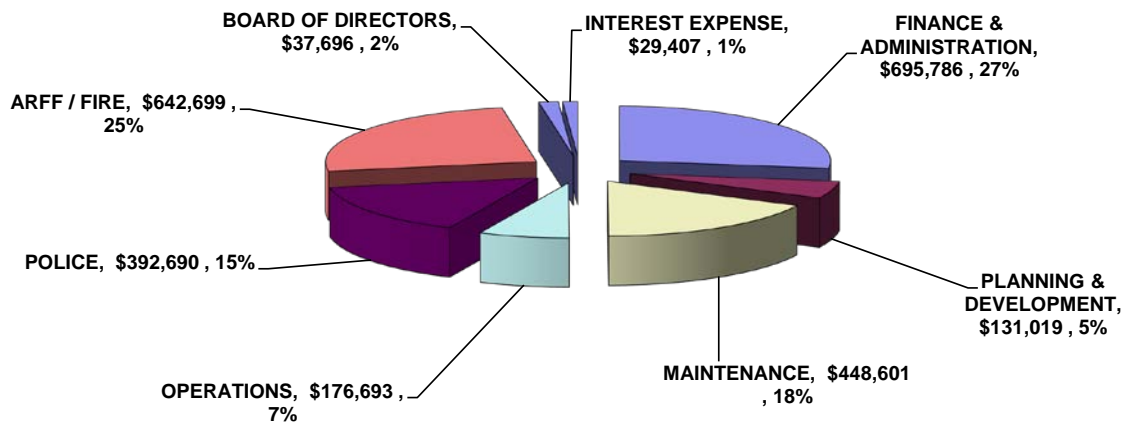
Monterey Peninsula Airport District

FY 2017 (July 16 - October 16) YTD OPERATING REVENUE



TOTAL OPERATING REVENUE: \$3,117,051

FY 2017 (July 16 - October 16) YTD OPERATING EXPENSE



TOTAL OPERATING EXPENSE: \$2,554,591

AIRPORT DISTRICT OPERATING AND FINANCIAL PERFORMANCE SUMMARY

October 31, 2016

OPERATING STATISTICS	October 16			October 15	YTD FY 17			YTD FY 16
AIRPORT ACTIVITY								
Air Carrier Landings ¹	369	340	9%	303	1,419	1,352	5%	1,328
Passengers (emp/dep)	35,595			31,125	140,824			125,169
Total Cargo (in pounds)	87,840			80,478	338,535			354,878
AIRCRAFT OPERATIONS								
Commercial	1,290			1,306	5,396			5,253
General Aviation	4,759			4,345	31,071			18,864
Military	324			419	2,027			1,719
TOTAL AIRCRAFT OPERATIONS	6,373			6,070	38,494			25,836
VEHICLE EXIT COUNT								
Upper Short Term (1) Lot	2,099			2,226	8,874			8,577
Long Term (2) Lot	2,233			2,308	8,413			8,349
Lower Short Term (3) Lot	6,524			6,514	27,359			26,344
TOTAL VEHICLE EXIT COUNT	10,856			11,048	44,646			43,270

¹ Cancelled Flights: October = 16 (4 - Alaska / 0 - Allegiant / 0 - American / 12 - United); FYTD = 94(10 - Alaska / 0 - Allegiant / 18 - American / 66 - United)

FINANCIAL INFORMATION	October 16			October 15	YTD FY 17			YTD FY 16
Balance Sheet - August 31, 2016	ACTUAL	BUDGET	%	ACTUAL	ACTUAL	BUDGET	%	ACTUAL
OPERATING REVENUE								
TERMINAL								
CA Landing, Apron & RON Fees	67,921	64,406	5%	53,758	268,749	256,380	5%	180,349
Rents	143,648	141,059	2%	141,976	571,309	563,960	1%	424,762
TCP Operator Permits	967	640	51%	633	4,000	2,805	43%	2,660
Taxi Operator Permits & Trip Fees	11,756	13,150	-11%	14,770	43,945	52,531	-16%	42,392
TNC Permits & Trip Fees	15,642	3,009	100%	-	38,139	11,991	100%	-
Concessions	13,984	14,494	-4%	19,806	53,465	59,403	-10%	44,077
Rental Car	95,383	87,488	9%	102,828	473,907	444,120	7%	352,212
Parking	86,369	77,743	11%	57,567	294,469	277,827	6%	182,932
HEAVY GENERAL AVIATION								
GA Landing Fees	40,091	36,902	9%	28,978	150,357	142,509	6%	106,086
FBO Rent	57,780	57,929	0%	56,252	231,120	231,716	0%	168,756
Fuel Fees	38,456	32,265	19%	26,008	148,394	126,968	17%	96,535
LIGHT GENERAL AVIATION								
	37,152	38,190	-3%	36,116	148,344	152,760	-3%	108,348
NON AVIATION								
	144,352	136,824	6%	136,546	569,019	548,922	4%	410,511
OTHER OPERATING REVENUE								
	27,697	16,700	66%	19,356	109,575	73,475	49%	80,527
INTEREST INCOME								
	2,646	2,975	-11%	1,869	12,260	12,095	1%	8,624
TOTAL OPERATING REVENUE	\$ 783,845	\$ 723,774	8.3%	\$ 696,463	\$ 3,117,051	\$ 2,957,462	5%	\$ 2,208,770
OPERATING EXPENSE								
Finance & Administration	199,717	166,855	20%	183,679	695,786	727,151	-4%	557,567
Planning & Development	22,428	30,745	-27%	48,447	131,019	149,896	-13%	122,051
Maintenance & Custodial Services	127,038	115,795	10%	104,435	448,601	512,128	-12%	323,265
Airport Operations	39,012	44,763	-13%	45,284	176,693	183,259	-4%	129,900
Police Department	99,898	109,168	-8%	103,926	392,690	447,150	-12%	316,502
ARFF /Fire Services	160,765	164,153	-2%	145,599	642,699	648,961	-1%	437,086
Board of Directors	8,002	8,506	-6%	8,548	37,696	42,800	-12%	24,544
Interest Expense	7,352	7,352	0%	8,400	29,407	29,407	0%	25,201
TOTAL OPERATING EXPENSE	\$ 664,212	\$ 647,337	3%	\$ 648,320	\$ 2,554,591	\$ 2,740,752	-7%	\$ 1,936,116
OPERATING INCOME / (LOSS)	\$ 119,633	\$ 76,437	57%	\$ 48,143	\$ 562,460	\$ 216,710	160%	\$ 272,654
DISTRICT CAPITAL EXPENDITURES								
	\$ 63,917	\$ 82,935	-22.9%	\$ 14,935	\$ (647,211)	\$ (450,833)	43.6%	\$ 14,935
DEBT SERVICE - PRINCIPAL ONLY								
	\$ 25,000			\$ 22,667	\$ 100,000			\$ 68,000

Monterey Peninsula Airport District
Airport Capital Improvements / Capital Expenditures
October 31, 2016

<u>Airport Improvement Programs</u>	Actual FY 2017 Current Period		Prior Fiscal Year Current Period		Actual FY 2017 Year-To-Date		Prior Fiscal Year Year-To-Date	
MPAD Expenditures	63,916.92	16.6%	87,918.93	1.5%	(664,923.67)	-105.9%	(914,893.01)	-7.4%
AIP -- FAA Funded Expenditures	312,817.49	81.1%	5,457,451.54	93.5%	1,272,257.52	202.6%	12,654,141.66	101.8%
AIP -- PFC Funded Expenditures	9,178.90	2.4%	289,321.90	5.0%	20,678.77	3.3%	689,126.67	5.5%
Total Capital Improvement Expenditures	385,913.31	100%	5,834,692.37	100%	628,012.62	100%	12,428,375.32	100%

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Capitalized Acquisitions / Expenditures By Department

Finance & Administration	-		-		-		-	
Planning & Development	-		-		-		-	
Maintenance & Custodial Services	-		37,754.93	100%	17,712.64	100%	66,152.94	100%
Airport Operations	-		-		-		-	
Police	-		-		-		-	
ARFF / Fire	-		-		-		-	
Balance Sheet - July 31,								
Total Capital Acquisition Expenditures	-	0%	37,754.93	100%	17,712.64	100%	66,152.94	100%

Consolidated

District Expenditures	63,916.92	16.6%	125,673.86	2.1%	(647,211.03)	-100.2%	(848,740.07)	-6.8%
AIP -- FAA Funded Expenditures	312,817.49	81.1%	5,457,451.54	92.9%	1,272,257.52	197.0%	12,654,141.66	101.3%
AIP -- PFC Funded Expenditures	9,178.90	2.4%	289,321.90	4.9%	20,678.77	3.2%	689,126.67	5.5%
Total Capital Expenditures	385,913.31	100%	5,872,447.30	100%	645,725.26	100%	12,494,528.26	100%

FY 2016/17 District Capital Expenses/Budget:

	Actual PTD	Budget PTD	Actual YTD	Budget YTD
2012-01 RSA Project 1	-	-	-	(808,573.00)
2013-02 Master Plan	-	-	-	-
2014-02 RSA Project 2	-	-	(775,675.21)	-
2015-03 Infield Safety Project	7,713.00	5,000.00	16,486.50	10,000.00
2016-01 NEPA & CEQA	10,628.00	25,935.00	54,569.00	103,740.00
2016-02 Solar Panel Array	-	10,000.00	-	152,000.00
2017-01 Mower	-	-	-	20,000.00
2017-02 Paint Machine	-	42,000.00	-	42,000.00
2017-03 Terminal Refresh	20,461.47	-	32,294.23	30,000.00
2017-04 Baggage Belt	-	-	-	-
2017-05 Airfield and Runway Sweeper	25,114.45	-	25,114.45	-
	<u>63,916.92</u> *	<u>82,935.00</u>	<u>(647,211.03)</u> *	<u>(450,833.00)</u>

MONTEREY PENINSULA AIRPORT DISTRICT
October 31, 2016

	<u>FY 2017 CURRENT-PERIOD ACTUAL</u>	<u>FY 2017 YEAR-TO-DATE ACTUAL</u>
SOURCES AND USES OF CASH -- OPERATIONS		
SOURCES OF CASH		
CASH RECEIVED - OPERATING REVENUE	\$ 781,199	\$ 3,104,791
CASH RECEIVED - INTEREST INCOME	2,646	12,260
CASH RECEIVED	<u>\$ 783,845</u>	<u>\$ 3,117,051</u>
USES OF CASH -- OPERATIONS		
CASH DISBURSED - OPERATING EXPENSE ¹	\$ 656,795	\$ 2,524,924
CASH DISBURSED - DEBT SERVICE (BOND INTEREST EXPENSE) ²	7,352	29,407
CASH DISBURSED - DEBT SERVICE (PRINCIPAL REDUCTION) ²	25,000	100,000
CASH DISBURSED	<u>\$ 689,147</u>	<u>\$ 2,654,331</u>
CHANGE IN CASH POSITION FROM OPERATIONS & DEBT SERVICE	<u>\$ 94,698</u>	<u>\$ 462,720</u>
USES OF CASH -- CAPITAL PROGRAM		
CASH DISBURSED - DISTRICT CAPITAL PROJECTS ³	\$ 63,917	\$ (647,211)
CASH DISBURSED	<u>\$ 63,917</u>	<u>\$ (647,211)</u>
CHANGE IN CASH POSITION FROM CAPITAL PROGRAM	<u>\$ (63,917)</u>	<u>\$ 647,211</u>
CHANGE IN CASH POSITION FROM OPERATIONS, CAPITAL & DEBT SERVICE	<u>\$ 30,781</u>	<u>\$ 1,109,931</u>

¹Net of non-cash operating expense (OPEB)

²Moved to Restricted Account/Disbursement will occur in December 2015 & June 2016

³District-funded capital plan for FY16

AGENDA ITEM: H
DATE: December 14, 2016

TO: Michael La Pier, Executive Director
FROM: Chris Morello, Senior Planning Manager
DATE: December 1, 2016
SUBJ: Planning & Environmental Monthly Project Report

Attached is the current monthly Project Report for the Planning Department. Highlights for November 2016 include:

- After approval at the November Board Meeting, the Airport Capital Improvement Plan (ACIP) completed document was submitted to the FAA.
- The draft Environmental Assessment (EA) for the Infields Rehabilitation Project is still under FAA review.
- In late 2015, Monterey Regional Airport (Airport) completed the preparation of a “Draft” Airport Master Plan which will serve as a capital improvement program for the for the next 20 years. The ALP that reflects the 20- year Draft Master Plan vision has been approved and signed by the FAA.
- A Public Scoping Meeting will be held for the EA that is currently being prepared to consider the potential environment impacts of the proposed Airport Safety Enhancement Project for Taxiway “A” Relocation and Associated Building Relocations (proposed project) at the Airport. The Scoping Meeting will be held on Tuesday, December 6, 2016 from 4 p.m. to 6 p.m. A Legal Notice of Preparation was published in The Herald on Sunday, November 6, 2016. In addition, advertisement was provided in The Weekly, The Pine Cone, and 2 additional dates/locations in the Herald. Finally, website and social media avenues were also used. The comment period will close on December 20, 2016.
- In conjunction with the Environmental Project team, the Airport has created a tag-line **“Vision 2030 - Shaping Our Future”** to assist the public in understanding the need to plan for the Airport's future requirements.
- Attached is the anticipated schedule for the Environmental Impact Report (EIR) for the Draft Airport Master Plan Project.
- Project websites have been created and can be accessed through the project link "Airport Projects In-Progress" on the Airport's main website, www.montereyairport.com to provide the public access to current information on projects.
- Lounge seating was delivered and installed for four locations in the downstairs non-secure areas of the Terminal building.

- The Airport solicited for Statements of Qualifications (SOQs) from qualified firms interested in providing on-call professional Consulting Services of one or more qualified firms and/or individuals for a three-year period. Services were divided into two different disciplines: 1) Engineering Services, and 2) Environmental Natural-Cultural Resources. Respondents were invited to respond to either, or a combination of disciplines.

The selected consultant(s) will provide services on an as-needed basis. It is anticipated that the Airport will select multiple consultants to provide these services.

Completed proposals were submitted on Tuesday, November 29, 2016 and the selection of the airport consultant follows the FAA's Advisory Circular 150/5100-14 latest edition, *Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects*.

Monterey Airport Master Plan Project
Environmental Impact Report
Schedule

July 2016 – Received Notice to Proceed

Summer 2016 - Continued summer biological field surveys

Aug. 2-4, 2016 – Project kick-off meetings with EIR Management and Technical Team Members

Aug. - Dec. 2016 - Conduct traffic, noise and air quality impact analyses and necessary field studies; begin preparation of Administrative Draft EIR.

Jan. - May 2017 - Conduct spring biological field surveys; complete Administrative Draft EIR;

June 2017 - Conduct team/legal reviews of Administrative Draft EIR; prepare Draft EIR

July - August 2017 - Circulate Draft EIR for public and agency review

Sept. 2017 – Hold Public Information Workshop(s) on Draft EIR

Sept. - Oct. 2017 - Prepare responses to agency/public comments; prepare Preliminary Final EIR

Oct. 2017 – Conduct team/legal reviews of Administrative Final EIR; prepare Final EIR for MPAD review.

Nov. 2017 – Submittal of Final EIR to MPAD Board for Certification; Board consideration of Airport Master Plan for approval.

FUNDING			BUDGETING				EXPENDITURES				STATUS			
PROJECT #	AIP #	PFC	Prior FY Budget	FY 2017 Budget	Post FY Budget	Total Project Budget	Spent in Prior Fiscal Years	FY 2017 Expenditures to Date	11/30/2016	% Physical Complete	Project Name	Current Status	4 Week Look Ahead	
ACTIVE FEDERALLY-FUNDED PROJECTS:														
1	2012-01 and 2014-01	58, 61	10-15-C-00-MRY 11-17-C-00-MRY 13-18-C-00-MRY 14-19-C-00-MRY	\$50,669,961	\$2,330,039	\$0	\$53,000,000	\$50,669,961	\$1,666,470	\$52,336,431	100%	RSA RUNWAY 10R/28L - CONSTRUCTION; Phase 1 and 2	Project construction is complete. AIP 58 documentation for closeout has been submitted to the FAA.	On-going environmental mitigation will continue during the reporting period and thereafter.
2	2013-02	59	13-18-C-00-MRY	\$1,166,458	(\$71,478)	\$0	\$1,094,980	\$1,166,458	\$0	\$1,166,458	98%	AIRPORT MASTER PLAN	The Initial Study for CEQA compliance has been completed. Airport has filed a pre-application with the FAA for funding of a NEPA Environmental Assessment in FY 16.	ALP has been approved by the FAA.
3	2015-03	62	16-21-C-00-MRY	\$156,044	\$825,000	\$0	\$1,094,980	\$156,044	\$28,923	\$184,967	65%	AIRPORT INFIELD SAFETY AREA REHABILITATION- Part A	The NEPA Environmental Assessment (EA) is underway.	Initial administrative draft assessment is under FAA review.
4	2016-01	64	16-21-C-00-MRY	\$0	\$919,074	\$960,958	\$1,880,032	\$0	\$163,981	\$163,981	5%	NEPA/PROPOSED SAFETY ENHANCEMENT PROJECTS	BOD approved contract with Coffman Associates Inc., on 7/13/16. Grant agreement from the FAA for NEPA review was executed on 9/21/16. NTP was issued.	A Public Scoping Meeting is scheduled for 12/6/16. Preliminary traffic/biological/engineering analysis and engineering has begun.
5	2016-01	64	N/A	\$0	\$346,505	\$285,299	\$631,804	\$0	\$43,941	\$43,941	5%	CEQA PROPOSED MASTER PLAN AND SAFETY ENHANCEMENT PROJECTS	BOD approved contract with Coffman Associates Inc., on 7/13/16. Grant agreement from the FAA for NEPA review was executed on 9/21/16. NTP was issued.	A schedule has been developed. Work towards the traffic/biological/engineering analysis for the CEQA documents is underway.
6	2017-05	63	16-21-C-00-MRY	\$0	\$276,431	\$0	\$276,431	\$0	\$272,898	\$272,898	100%	ACQUIRE AIRPORT SWEEPER	A contract was executed and an NTP has been issued to GCS on 7/13/16. Airfield Sweeper is in production with an estimated delivery of October.	The Airport took delivery of the Regenerative Airfield Sweeper on 10.25.16. Comprehensive training was conducted with appropriate staff on that date. Paperwork has been submitted to the FAA for project closeout.

FUNDING				BUDGETING				EXPENDITURES				STATUS			
PROJECT #	AIP #	PFC	Prior FY Budget	FY 2017 Budget	Post FY Budget	Total Project Budget	Spent in Prior Fiscal Years	FY 2017 Expenditures to Date	11/30/2016	% Physical Complete	Project Name	Current Status	4 Week Look Ahead		
OUTSIDE FUNDED PROJECTS:															
7	N/A	N/A	N/A	\$106,636	\$8,725	\$0	\$115,361	\$106,636	\$0	\$106,636	n/a	FWSS MITIGATION LAND RESTORATION	Preparation and planting is complete at the on- and off-airport sites.	Monitoring will continue through FY 2017.	
ACTIVE DISTRICT-FUNDED PROJECTS:															
8	2016-02	N/A	N/A	\$0	\$152,000	\$0	\$152,000	\$0	\$2,678	\$2,678		EVALUATION AND INSTALLATION OF SOLAR ARRAY	BOD approved Phase 1 contract with OpTerra for solar array evaluation and documentation on 7/13/16.	An update was be provided at the November board meeting. Financing, environmental and FAA document review continue.	
9	2017-01	N/A	N/A	\$0	\$20,000	\$0	\$20,000	\$0	\$17,713	\$17,713	100%	ACQUIRE MOWER		Mower has been purchased.	
10	2017-02	N/A	N/A	\$0	\$42,000	\$0	\$42,000	\$0	\$0			ACQUIRE PAINT MACHINE			
11	2017-03	N/A	N/A	\$0	\$30,000	\$0	\$30,000	\$0	\$32,294	\$32,294	100%	INSIDE TERMINAL REFRESH	Painting in the downstairs non-secure area of the terminal was completed in early September.	Lounge seating was delivered and installed on 10.24.16 for some sections in the non-secure area.	
12	2017-04	N/A	N/A	\$0	\$80,000	\$0	\$80,000	\$0	\$0			BAGGAGE BELT REPLACEMENT			