



DATE: September 30, 2024
TO: Airlines Serving **MONTEREY REGIONAL AIRPORT**
FROM: Chris Morello, Deputy Executive Director, PFC Program Manager
SUBJECT: **PUBLIC NOTICE OF INVITATION TO SUBMIT COMMENTS**

Per 14 CFR section 158.24 of the Federal Aviation Regulations; the Monterey Peninsula Airport District is providing notice of opportunity for public comment regarding the imposition and expenditure of a \$4.50 Passenger Facility Charge. Comments must be received by Thursday October 30, no later than 4:00 p.m. PDT.

All written comments can be addressed to:
 Monterey Peninsula Airport
 PFC Application – C. Morello
 200 Fred Kane Drive, Suite 200
 Monterey, CA 93940

THE PFC LEVEL, EFFECTIVE DATE, AND TOTAL PROJECTED PFC REVENUE

The District intends to submit the PFC #26 application at \$4.50 per enplaned passenger and to request the \$4.50 rate for each project in the application. The proposed effective date for the new application is February 1, 2025, which is the legal expiration date for PFC #25. The estimated charge expiration date of this application and the District’s PFC program will be September 1, 2044 if the new application is approved. This application would increase the District’s PFC impose and use authority by 28,108,432. **Table 1** summarizes the proposed PFC #26 projects and the proposed PFC collection amounts required for each project.

Table 1
Monterey Regional Airport
PFC #26
Summary of Proposed Project Funding

PFC No.	Project Name	Project Cost	AIP Entitlement	AIP Discretionary	BIL Funds ¹	Local Funds	GARB Bond	Requested PFC PAYGO Amount	Requested PFC Bond Capital	Requested PFC Financing and Interest	Total Requested PFC
26.01	Safety Enhancement Program (SEP) Landside Terminal Improvements (Construction)	\$ 27,948,505	\$ 0	\$ 13,762,405	\$ 6,117,232	\$ 0	\$ 0	\$ 0	\$ 5,504,962	\$ 2,563,906	\$ 8,068,868
26.02	SEP Terminal Building Relocation (Construction)	\$ 93,079,236	\$ 0	\$ 20,000,000	\$ 24,818,750	\$ 7,543,596	\$ 26,792,318	\$ 0	\$ 9,500,000	\$ 4,424,572	\$ 13,924,572
26.03	SEP Commercial Apron Improvements (Construction)	\$ 42,686,256	\$ 0	\$ 37,213,106	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,833,779	\$ 1,636,372	\$ 5,470,151
26.04	SEP Taxiway A Relocation (Design & Construct)	\$ 2,741,400	\$ 2,485,353	\$ 0	\$ 0	\$ 0	\$ 0	\$ 256,047	\$ 0	\$ 0	\$ 256,047
26.05	Runway 10R/28L Rehabilitation (Design & Construct)	\$ 3,073,566	\$ 0	\$ 2,786,495	\$ 0	\$ 0	\$ 0	\$ 287,071	\$ 0	\$ 0	\$ 287,071
26.06	ARFF Vehicle Replacement	\$ 1,056,997	\$ 0	\$ 958,274	\$ 0	\$ 0	\$ 0	\$ 98,723	\$ 0	\$ 0	\$ 98,723
PFC Project Totals		\$ 170,585,960	\$ 2,485,353	\$ 74,720,280	\$ 30,935,982	\$ 7,543,596	\$ 26,792,318	\$ 641,841	\$ 18,838,741	\$ 8,624,850	\$ 28,105,432

¹ Planned BIL funds for Project 26.1 are Airport Infrastructure Grant (AIG) funds. Planned BIL funds for Project 26.2 are approximately \$24.8million in Airport Terminal Program (ATP) grants.

**MONTEREY REGIONAL AIRPORT
DESCRIPTION OF PROPOSED NEW PFC PROJECTS**

The first four projects in the proposed application are components of MRY's Safety Enhancement Program (Phase B) (SEP). The ultimate objective of the SEP is to provide uniform separation of 327.5 ft. from the centerline of TWY A to the centerline of RWY 10R/28L along the entire length of the taxiway. The first three projects must be accomplished before the fourth project, the relocation of TWY A can be completed.

Project 26.01 SEP Landside Improvements (Construction)

To enable relocation of the passenger terminal, this project will provide for the construction or relocation of the following:

- (a) Phase 1 utilities – including electrical systems, communication systems, storm sewer, sanitary sewer, fire water, domestic water, and the relocation of existing utilities that conflict with the footprint of the relocated terminal. All utilities serve the landside of the airport;
- (b) Code required ADA circulation routes for passengers and stakeholders;
- (c) Access roads – to facilitate continual and effective access to the operational areas of the airport during construction, and that would serve as the primary fire-lane routes for both the existing facilities, the temporary facilities during construction, and the final access road configuration;
- (d) Relocation of surface public parking lots; and
- (e) Ancillary work items to facilitate the above improvements including – storm water quality compliance, storm water pollution prevention requirements, airport perimeter lighting and security control requirements, and landside lighting and control requirements.

The District believes determined that 100% of project capital costs are PFC eligible and 100% are Airport Improvement Program (AIP) eligible. The PFC, AIP and Bipartisan Infrastructure Law (BIL) Airport Improvement Grant (AIG) (which follows PFC eligibility rules) proposed for this project represent 100% of project capital costs.

Project 26.02 SEP Terminal Building Relocation (Construction)

This project will provide for the construction of a relocated replacement passenger terminal. The terminal will occupy approximately 62,725 s.f. The concourse level will have five gates with passenger boarding bridges; five airline ticket counters; one bag claim carousel plus one oversized baggage device. Three car rental counters; a single passenger security screening checkpoint with three screening lanes and space for retail and food and beverage concessions will also be included. Checked baggage screening will be provided by two Explosive Detection system units. The apron level will include baggage makeup and airline and airport support spaces.

MRY estimates that 90% of the proposed enclosed terminal space is PFC eligible and 81% is AIP eligible. For most elements of the terminal these percentages also reflect the percentage of eligible costs. However, some elements, such as passenger boarding bridges are fully eligible, while others are ineligible. In addition, the new terminal will include unenclosed space that MRY estimates to be 100% PFC and AIP eligible, based on its location and intended function.. As a result, MRY estimates that 91% of capital costs are PFC eligible and 80% are AIP eligible. The

PFC, BIL AIG and BIL Airport Terminal Program (ATP) funds (which follow AIP eligibility rules) represent 61% of project costs.

Project 26.03 SEP Commercial Apron Improvements (Construction)

In order to relocate a portion of TWY "A" as part of the SEP, this Phase B3 includes the construction of a new commercial apron and reconfiguration of Taxiway J. The project includes the construction of the 410,641 SF asphaltic concrete commercial apron outside the Taxiway A obstacle free area (OFA), including sawcut, 148,575 CY excavation, embankment, and grading of existing apron pavement, construction of 846 LF retaining walls, construction of utility infrastructure and construction of permanent AOA security fencing. The work also includes construction of a temporary AOA security fence outside of the TWY A OFA to keep all of the work in this area landside. The new apron will encompass approximately 58,479 SY. Construction of the new apron will include marking, lighting and drainage. Utility infrastructure includes storm drainage infiltration system, electrical, apron lighting, water and storm drain improvements.

TWY J is currently 50 LF wide by 166 LF long and is proposed to be 55 LF wide by 201 LF long. The reconfiguration will involve the entire taxiway encompassing 11,055 SF. The reconfiguration will include new asphalt pavement, marking, lighting, signage and drainage.

To accommodate construction of the new apron and new terminal, the following will be demolished as part of the project:

- (a) Southside general aviation (GA) apron (approximately 42,000 SY);
- (b) TWY K (approximately 29,900 SF);
- (c) Existing GA facilities consisting of four hangar structures 31,450, 12,281, 12,217, 17,608 SF; and
- (d) The Southside aircraft rescue and firefighting (ARFF) station.

The Southside ARFF station penetrates the FAR Part 77 transitional surface of the runway and is considered an obstruction. ARFF services will be provided from a new ARFF station constructed in the general location of the newly constructed Northeast Ramp. GA operations will be accommodated at the Northeast Ramp, as well. The relocation of these facilities was accomplished as separate projects and the relocation costs are not included in the scope of this project.

26.04 SEP Taxiway A Relocation (Design and Construct)

This project involves the design and construction of the relocation of TWY A to provide uniform separation of 327.5 ft. from the centerline of TWY A to the centerline of RWY 10R/28L along the entire length of the taxiway. Currently, the separation is 275 ft. along the commercial apron and passenger terminal (approximately 1,650 LF). 600 LF has been shifted in a previous portion of the program). With the completion of projects 26.01 – 26.03, this portion of TWA A would be shifted to provide for 327.5 ft. of separation.

The taxiway shift would be accomplished by remarking the existing pavement and relocating the taxiway lighting, signage, and vehicle service road. In addition, the shift would include apron islands which would prevent direct access from the apron areas to runway 10R-28L at TWYs G and J and the relocation of those taxiway hold lines to 250 feet from the runway centerline. Finally,

stormwater pollution prevention measures would be included in this phase of the project for the runway/taxiway system.

26.05 Runway 10R/28L Rehabilitation (Design & Construct)

This project involves the design and construction of the rehabilitation of RWY 10R/28L a, 7,175 LF by 150 LF runway. The pavement consists of asphalt overlaid on asphaltic concrete (AAC). The project consists of a slurry seal surface treatment of the entire runway (approximately 107,300 SY); minor crack sealing; and mill and fill of areas that a raveling. Approximately 25 ft by 4,150 ft of pavement (11,528 SY) will be milled and filled.

26.06 ARFF Vehicle Replacement

This project will acquire a new ARFF vehicle to replace MRY's current primary ARFF vehicle. This Procurement Specification (PS) covers a commercially produced ARFF vehicle for an Index B airport. It includes a 1,500-gallon water/Aqueous Film Forming Foam (AFFF) fire suppression system. Based on bids received the replacement vehicle will go to the lowest responsible/responsive bidder and will be an Oshkosh Striker 4X4 with agent capacities of 1,500 gallons of water, 210 gallons of ARFF concentrate, and 500-pound dry chemical system. The current primary ARFF vehicle will be retained as a backup.