

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

June 20, 2024 - 8:00 AM

**Monterey Regional Airport
200 Fred Kane Drive, Ste. 200
Monterey, CA 93940**

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

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

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

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

A. CALL TO ORDER/ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

D. PUBLIC COMMENTS ON NON-AGENDA ITEMS

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

E. CONSENT AGENDA - ACTION ITEMS

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

Approve 1. [Minutes of the Budget & Finance Committee of the Monterey Peninsula Airport District Board of Directors of May 13, 2024](#)

Approve 2. [Minutes of the Regular Meeting of the Monterey Peninsula Airport District Board of Directors of May 15, 2024](#)

- Approve 3. [Minutes of the Special Meeting of the Monterey Peninsula Airport District Board of Directors of May 21, 2024](#)
- Approve 4. [Minutes of the Special Meeting of the Monterey Peninsula Airport District Board of Directors of June 3, 2024](#)
- Approve 5. [Minutes of the Budget & Finance Committee of the Monterey Peninsula Airport District Board of Directors of June 10, 2024](#)
- Approve 6. [Minutes of the Air Carrier Service – Marketing – Community Relations Meeting of the Monterey Peninsula Airport District of June 11, 2024](#)
- Approve 7. [Minutes of the Airport Property Development & Leases Committee Meeting of the Monterey Peninsula Airport District of June 12, 2024](#)

F. DEFERRED CONSENT AGENDA - ACTION ITEMS

G. REGULAR AGENDA - ACTION ITEMS

- Consider 1. [Interview and Consider Candidates for a Vacancy on the Monterey Peninsula Airport District Board of Directors in Division 1 for an Unexpired Term Ending December 2024](#)
- Adopt 2. [Resolution No. 1876, A Resolution Appointing a Member to the Board of Directors of the Monterey Peninsula Airport District to Fill a Vacancy](#)
- Adopt 3. [Resolution No. 1877, A Resolution Authorizing and Approving the Rates and Charges at the Monterey Regional Airport for Fiscal Year 2025](#)
- Adopt 4. [Resolution No. 1878, A Resolution Authorizing and Approving the Fiscal Year 2025 Salary Schedule, Listing Salary Ranges for the Monterey Peninsula Airport District](#)
- Adopt 5. [Resolution No. 1879, A Resolution Authorizing and Approving the Operating Budget of the Monterey Peninsula Airport District for Fiscal Year 2025](#)
- Adopt 6. [Resolution No. 1880, A Resolution Authorizing and Approving the Capital Budget of the Monterey Peninsula Airport District for Fiscal Year 2025](#)
- Adopt 7. [Resolution No. 1881, A Resolution to Award a Bid to Acquire Replacement Primary Aircraft Rescue and Firefighting Vehicle to Oshkosh Airport Products, a Division of Pierce Manufacturing, Inc.](#)
- Adopt 8. [Resolution No. 1882, A Resolution Authorizing a Professional Service Agreement with Otto Construction as the Construction Manager-At-Risk for the New Terminal Facility Landside Improvements Project](#)
- Approve 9. [Extension to the Parking Operations Agreement with Republic Parking System, LLC for Operation at the Monterey Regional Airport](#)

H. BOARD COMMITTEE REPORTS AND ACCEPTANCE OF DEPARTMENT REPORTS

- a. [The Board receives Department Reports which do not require any action by the board.](#)

- b. Board Member questions (if any) for Standing Committees.
- c. Ad-Hoc Committee Reports:
 - i. Local Jurisdiction Liaison Director Leffel & Miller
- d. Liaison/Representatives Reports:
 - i. Local Agency Formation Commission Director Leffel
 - ii. Regional Taxi Authority Director Pick
 - iii. Transportation Agency for Monterey County Director Miller
 - iv. Special Districts Association Liaison Director Gaglioti
 - v. Association of Monterey Bay Area Governments Director Leffel
- e. Board Member reports for conferences and events approved to attend at Monterey Peninsula Airport District expense (per AB 1234 and the Director Remuneration & Business Expense Reimbursement Policy).

I. CLOSED SESSION

- 1. **ANNUAL EVALUATION** [Government Code Section 54957(b)]. The Board will meet with the Executive Director and District Counsel to consider the annual evaluation related to the following position: Executive Director.

J. RECONVENE TO OPEN SESSION

K. PENDING REQUESTS FOR FUTURE AGENDA ITEMS

- *Consider Actions Necessary for the Board of Director Meeting Stipend to Remain Stable in FY 2025*

L. DISCUSSION OF FUTURE AGENDAS

M. ADJOURNMENT

AGENDA DEADLINE

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

All items submitted by the public for possible inclusion on the Board Agenda or in the Board packet must be received by 5:00 P.M. on the Friday before the first Wednesday of the month. This agenda is subject to revision and may be amended prior to the scheduled meeting.

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

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

May 13, 2024 – 10:30 AM

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

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

A. CALL TO ORDER

The meeting of the Budget & Finance Committee of the Monterey Peninsula Airport District Board of Directors was called to order at 10:32 AM. Directors Leffel and Gaglioti, Executive Director La Pier, Deputy Executive Director Morello, Deputy Executive Director Robare, Controller Wilson, and Acting Board Secretary Adams were in attendance.

B. COMMUNICATIONS / ANNOUNCEMENTS / INFORMATIONAL ITEMS

None.

C. PUBLIC COMMENTS

None.

D. REGULAR AGENDA – ACTION ITEMS

Review 1. Resolution No. 1872, A Resolution Authorizing a Professional Services Agreement with Ballard Spahr, LLP for Bond/Tax and Disclosure Counsel Services

Controller Wilson reviewed the RFQ and interview process leading up to the selection of Ballard Spahr, LLP for Bond/Tax and Disclosure Counsel Services and noted Ballard Spahr's experience with similarly sized airports. He advised that an independent fee estimate (IFE) had been performed, and Ballard Spahr's fee was significantly less than firms whose clients are typically large airports. Executive Director La Pier added that Ballard Spahr, LLP had good references.

Controller Wilson answered questions from Directors and remarked that our Financial Advisor, PFM, has experience with Ballard Spahr's work also.

The Finance Committee agreed to recommend adoption of Resolution No. 1872 to the rest of the Board.

Review 2. Resolution No. 1873, A Resolution Authorizing a Professional Services Agreement with Unison Consulting for Airport Consulting Services

Controller Wilson reviewed the RFQ and interview process leading up to the selection of Unison Consulting for Airport Consulting Services. Executive Director La Pier explained this is the consultant that will produce an independent review of the investment opportunity at Monterey Regional Airport for the financial markets.

Controller Wilson advised Directors an IFE had been received from a similar firm that was very comparable, with Unison's proposal being slightly lower.

Controller Wilson and Executive Director La Pier answered questions from Directors.

The Finance Committee agreed to support the adoption of Resolution No. 1873.

Review 3. Gatekeeper Taxi Management System Agreement Extension and Authorize Executive Director to Execute

Executive Director La Pier reminded committee members this system was put in use a number of years ago to manage airport taxi service. The agreement extension is for one year and covers the technology necessary to identify and track vehicles so that taxi revenues can be generated.

Executive Director La Pier answered questions from Director Leffel about competitive systems.

The Finance Committee agreed to recommend this item be approved.

Review 4. Resolution No. 1874, A Resolution Approving of a Professional Services Agreement with Tartaglia Engineering for Design Services for 28L-10R Improvements

Deputy Executive Director Morello reviewed the needed runway improvements focused on rehabilitation, restoration, and preservation of Runway 28L-10R. She reported this project is eligible for grant reimbursement, and MRY can apply for grants based on bids. Design Services are needed to prepare the bid specifications and Tartaglia was chosen as the most qualified from the Airport hiring list of vendors. She added that an IFE was completed, and this proposal was lower.

Deputy Executive Director Morello answered questions from Directors regarding timing of the work.

The Finance Committee agreed to recommend adoption of Resolution 1874.

Review 5. Resolution No. 1875, A Resolution Approving of a Professional Services Agreement with Telemetrix Integrated Systems to Provide Installation of the ARFF Crash Alert System

Deputy Executive Director Morello provided an overview of the enhanced ARFF Crash Alert System project stating the final components have not been installed by the contractors under Agreement for ARFF construction, although the infrastructure is complete. Since the FAA considers this a small purchase, the airport is able to move forward to complete the installation from a set aside that has not been paid to the contractors.

Deputy Executive Director Morello and Executive Director La Pier answered questions from Directors.

The Finance Committee agreed to support adoption of Resolution 1875.

Review 6. Amendment to the Service Agreement between the Monterey Peninsula Airport District and Disaster Kleenup Specialists

Deputy Executive Director Morello reported Disaster Kleenup Specialists found previously unknown asbestos in the floor and ceiling of the uninhabited building at 2801 Monterey Salinas Highway. Staff will ask the board to approve an amendment to the Disaster Kleenup Specialists service agreement for the additional abatement. She reminded Directors this work would need to be done even if it were determined the building would be demolished.

The Finance committee members supported this service agreement amendment.

Review 7. FY 2025 Operating and Capital Budget Draft

Controller Wilson began the Operating and Capital Budget Draft presentation with an overview of the FY 2025 macro environment of the airline industry. He reported the enplanement projections from the air service consultant and the terminal area forecasts from FAA are almost identical and have been used in the budget assumptions.

Controller Wilson reviewed the assumptions for rates and charges, the rental car forecasts, parking revenues, and leasing activity.

Controller Wilson reviewed operating expense categories.

There was a discussion about the parking lot rates and parking systems. There was a discussion about the timing of the completion of the temporary long term parking lot.

There was a discussion about the wage and benefit survey and the proposed FY25 Salary Schedule. Director Leffel suggested the board presentation include the cost of benefits.

Controller Wilson reviewed variance items on the manager-controlled expense budget draft.

Deputy Executive Director Morello reviewed the Capital Improvement Program (CIP) budget proposed projects.

Review 8. FYTD Financial Statements

Controller Wilson reviewed the highlights of the March 2024 Financial Statements.

Review 9. Variance Analysis - MTD

There were no questions on the March 2024 Variance Analysis.

E. ADJOURNMENT

The meeting adjourned at 1:06 PM.

*Approved at the
Meeting of June 20, 2024*

Mary Ann Leffel, Chair

A T T E S T

*Michael La Pier
District Secretary*

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

May 15, 2024 - 8:00 AM

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

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A. CALL TO ORDER/ROLL CALL

Chair Leffel called to order the Regular Meeting of the Monterey Peninsula Airport District Board of Directors at 8:00 AM. Directors Gaglioti, Pick, and Miller were in attendance. Director Sawhney was absent. Director Miller attended via videoconference from the alternate location noticed on the agenda. The following staff were present: Executive Director La Pier, District Counsel Huber, Deputy Executive Director Morello, Deputy Executive Director Robare, Controller Wilson, and Acting Board Secretary Adams.

B. PLEDGE OF ALLEGIANCE

Chair Leffel led the Pledge of Allegiance.

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

Executive Director La Pier announced Mary Ann Leffel has been appointed by the airport managers of Monterey County to the Airport Land Use Commission.

D. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Public comment was made by a citizen of new Monterey, who represented "Monterey Fly Safe Coalition", a group of residents concerned about the noise and impact on the neighborhood as Monterey Regional airport grows.

E. CONSENT AGENDA - ACTION ITEMS

- Approve 1. Minutes of the Special Meeting of the Monterey Peninsula Airport District Board of Directors of April 24, 2024

- Approve 2. Minutes of the Air Carrier Service – Marketing – Community Relations Meeting of the Monterey Peninsula Airport District of May 7, 2024
- Approve 3. Director Leffel's Request to Attend the ACI-NA Conference & Exhibition September 7 - 10, 2024, Grand Rapids, MI
- Adopt 4. Resolution No. 1870, A Resolution Adopting the Revised Conflict of Interest Code of the Monterey Peninsula Airport District
- Adopt 5. Resolution No. 1871, A Resolution Approving a Retainer Agreement for District Counsel

No Public Comment.

District Counsel Huber announced he is not serving as District Counsel during the consideration of today's Consent Agenda, for the purpose of Government Code 1090, due to his interest in the contract being approved under Item E.5.

Director Pick pulled Item E.3 for amendment.

Director Pick moved to approve Consent Agenda Items 1, 2, 4, and 5. Director Gaglioti seconded the motion. The motion passed unanimously by a roll call vote of 4-0 with Director Sawhney absent.

F. DEFERRED CONSENT AGENDA - ACTION ITEMS

Director Pick asked to amend Item E.3 to add his name to the request to attend the ACI-NA Conference & Exhibition September 7-10, 2024. Director Miller asked to further amend the item to also add his name to the request.

Director Gaglioti motioned to approve Director Leffel, Pick, and Miller's request to attend the ACI-NA Conference & Exhibition September 7-10, 2024, Grand Rapids, MI. Director Pick seconded the motion. The motion passed unanimously by a roll call vote of 4-0 with Director Sawhney absent.

G. REGULAR AGENDA - ACTION ITEMS

- Adopt 1. Resolution No. 1872, A Resolution Authorizing a Professional Services Agreement with Ballard Spahr, LLP for Bond/Tax and Disclosure Counsel Services

Chair Leffel remarked there was a page insert distributed to the Board that added Federal Guidelines to the contracts being considered in Resolution No. 1872 (Item G-1) and Resolution No. 1873 (Item G-2).

Controller Wilson introduced Ben Johnson and Michael Charleboix, partners in Ballard Spahr, LLP, who joined the meeting via videoconference and gave brief remarks.

Controller Wilson reviewed the RFQ and interview process leading up to the selection of Ballard Spahr, LLP for Bond/Tax and Disclosure Counsel Services.

No public comment.

Director Gaglioti stated the Finance Committee reviewed.

Director Pick motioned to adopt Resolution No. 1872, A Resolution Authorizing a Professional Services Agreement with Ballard Spahr, LLP for Bond/Tax and Disclosure Counsel Services. Director Gaglioti seconded the motion. The motion passed unanimously by a roll call vote of 4-0 with Director Sawhney absent.

RESOLUTION NO. 1872

A RESOLUTION AUTHORIZING A PROFESSIONAL SERVICES AGREEMENT WITH BALLARD SPAHR LLP FOR BOND/TAX AND DISCLOSURE COUNSEL SERVICES

WHEREAS, on September 11, 2019 the Board adopted Resolution No. 1762 approving Phase 1 Due Diligence and Preliminary Financial Analysis with PFM Financial Advisors LLC (“PFM”) to identify the specific financial data and information required to provide adequate financial evaluations and funding scenarios for the proposed development of the adopted Airport Master Plan Short Term Improvement Projects; and

WHEREAS, the District has embarked on a multiphase program to improve and enhance the safety of the Airport, including, but not limited to, the plan to construct a 5-Gate, single level, Replacement Passenger Terminal Complex of approximately 60,000 to 65,000 sq. ft. (the “Project”); and

WHEREAS, PFM Financial Advisors LLC and District staff have concluded that a Bond/Tax and Disclosure Counsel is deemed necessary to (1) work with the District, the Airport Consultant and PFM to determine the key elements of the financing transaction for the Project, (2) perform Bond/Tax Counsel services in conjunction with the financing transaction, and (3) provide Disclosure Counsel services in conjunction with the financing transaction; and

WHEREAS, on January 22, 2024 the District issued Request for Qualifications (RFQs) for Bond/Tax and Disclosure Counsel to qualified firms; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: Authorize the Executive Director to execute a contract to provide Bond/Tax and Disclosure Counsel Services in an amount not-to-exceed \$160,000.00.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 15th day of May 2024, by the following roll call vote:

AYES:	DIRECTORS:	Gaglioti, Pick, Miller, Leffel
NOES:	DIRECTORS:	None
ABSTAIN:	DIRECTORS:	None
ABSENT:	DIRECTORS:	Sawhney

Adopt 2. Resolution No.1873, A Resolution Authorizing a Professional Services Agreement with Unison Consulting for Airport Consulting Services

Controller Wilson introduced Brian Drake and Donald Arthur from Unison Consulting, who joined the meeting via videoconference and gave brief remarks.

Controller Wilson reviewed the RFQ and interview process leading up to the selection of Unison Consulting for Airport Consulting Services.

No public comment.

Director Gaglioti motioned to adopt Resolution No. 1873, A Resolution Authorizing a Professional Services Agreement with Unison Consulting for Airport Consulting Services. Director Pick seconded the motion. The motion passed unanimously by a roll call vote of 4-0 with Director Sawhney absent.

RESOLUTION NO. 1873

A RESOLUTION AUTHORIZING A PROFESSIONAL SERVICES AGREEMENT WITH UNISON CONSULTING, INC. FOR AIRPORT CONSULTING SERVICES

WHEREAS, on September 11, 2019 the Board adopted Resolution No. 1762 approving Phase 1 Due Diligence and Preliminary Financial Analysis with PFM Financial Advisors LLC (“PFM”) to identify the specific financial data and information required to provide adequate financial evaluations and funding scenarios for the proposed development of the adopted Airport Master Plan Short Term Improvement Projects; and

WHEREAS, the District has embarked on a multiphase program to improve and enhance the safety of the Airport, including, but not limited to, the plan to construct a 5-Gate, single level, Replacement Passenger Terminal Complex of approximately 60,000 to 65,000 sq. ft. (the “Project”); and

WHEREAS, PFM Financial Advisors LLC and District staff have concluded that an Airport Consultant is deemed necessary to (1) work with the District, Bond Counsel and PFM to arrive at consensus on the Bond Transaction for the Project and (2) to provide an independent report to be used in conjunction with the Airport’s proposed Bond Financing and/or involving alternative financing instruments. The Report of Airport Consultant will be included in the District’s Bond Offering’s Preliminary Statement and/or support for TIFIA Financing or Certificates of Participation; and

WHEREAS, on January 22, 2024 the District issued Request for Qualifications (RFQs) for Airport Consultant to qualified firms; and

WHEREAS, based upon review of the experience and qualifications data received in response to the RFQs, Unison Consulting, Inc. is considered qualified to provide the scope of work identified in the RFQ.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: Authorize the Executive Director to execute a contract to provide Airport Consulting Services in an amount not-to-exceed \$184,900.00.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 15th day of May 2024, by the following roll call vote:

AYES:	DIRECTORS:	Gaglioti, Pick, Miller, Leffel
NOES:	DIRECTORS:	None
ABSTAIN:	DIRECTORS:	None
ABSENT:	DIRECTORS:	Sawhney

A break was taken from 8:18 AM to 8:21 AM.

Presentation 3. HOK Presentation of Color Schemes for Replacement Terminal

Alan Bright, Design Principal at HOK, and Bart Van Vliet, Project Manager at HOK, attended the meeting in person to deliver a new terminal facility design update. The presentation included renderings that depicted different choices for exterior wall panel designs, a selection of building materials and finishes, and a design update to the foodservice area.

The consensus from board members was a preference for the horizontal design for the outside of the replacement terminal and finishes represented in the first option, with Douglas fir and white panels.

There was a discussion about terrazzo floors, particularly the use of color and metal strips to break up large expanses and coatings for slip resistance.

Mr. Bright, Mr. Van Vliet, and Executive Director La Pier answered questions from the Board.

A break was taken from 9:21 AM to 9:33 AM.

Approve 4. Gatekeeper Taxi Management System Agreement Extension and Authorize Executive Director to Execute

Deputy Executive Director Robare reported the Gatekeeper taxi management system has been in use for a number of years. The agreement extension is for one year and covers the technology necessary to identify and track vehicles so that taxi revenues can be generated.

No Public Comment.

Director Pick motioned to approve the Gatekeeper Taxi Management System Agreement Extension and Authorize the Executive Director to Execute the agreement. Director Gaglioti seconded the motion. The motion passed unanimously by a roll call vote of 4-0 with Director Sawhney absent.

Adopt 5. Resolution No. 1874, A Resolution Approving the Professional Services Agreement with Tartaglia Engineering for Design Services for 28L-10R Improvements

Deputy Executive Director Morello introduced Item G.5, noting FAA has indicated a willingness to provide an Airport Improvement Program Grant in this Fiscal Year for this project based on bids. The agreement with Tartaglia Engineering is for the design services needed to procure a construction bid to present to the FAA for funding.

No Public Comment.

Director Miller motioned to approve Resolution No. 1874, A Resolution Approving the Professional Services Agreement with Tartaglia Engineering for Design Services for 28L-10R Improvements. Director Gaglioti seconded the motion. The motion passed unanimously by a roll call vote of 4-0 with Director Sawhney absent.

RESOLUTION NO. 1874

A RESOLUTION AUTHORIZING A PROFESSIONAL SERVICES AGREEMENT WITH TARTAGLIA ENGINEERING TO PREPARE DESIGN AND BID SPECIFICATIONS FOR RUNWAY 28L-10R IMPROVEMENT PROJECT

WHEREAS, the Monterey Peninsula Airport District (MPAD) has previously submitted an Airport Capital Improvement Program (ACIP) for FY 2022- 2028; and

WHEREAS, Resolution No. 1848 Approving the FY24 Capital Improvement Budget was adopted on June 21, 2024 and contained project 2023-02 Runway 28L-10R Treatment; and

WHEREAS, representatives of the Federal Aviation Administration (FAA) have indicated a willingness to fund the Runway Improvements Project, based on actual bids in Federal Fiscal Year 2024; and

WHEREAS, procurement costs are anticipated to be received no later than July 15, 2024 and subsequent grant applications will be submitted soon thereafter to the FAA; and

WHEREAS in order to provide such documentation to the FAA, bid documents and preliminary engineering must occur;

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: That MPAD contract with the firm of Tartaglia Engineering to prepare design and bid specifications for the Runway 10R-28L Improvement Project, in an amount not-to-exceed \$139,036.00.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 15th day of May 2024, by the following roll call vote:

AYES:	DIRECTORS:	Gaglioti, Pick, Miller, Leffel
NOES:	DIRECTORS:	None
ABSTAIN:	DIRECTORS:	None
ABSENT:	DIRECTORS:	Sawhney

Adopt 6. Resolution No. 1875, A Resolution Approving of a Professional Services Agreement with Telemetrix Integrated Systems to Provide Installation of the ARFF Crash Alert System

Deputy Executive Director Morello introduced Item G.6. She noted the Aircraft Rescue and Fire Fighting Facility build included a crash alarm system and the connections are in place, but final components were not installed. This work will complete the installation of the Crash Alert System that was anticipated in the ARFF Design documents.

No Public Comment.

Director Pick motioned to approve Resolution No. 1875, A Resolution Approving of a Professional Services Agreement with Telemetrix Integrated Systems to Provide Installation of the ARFF Crash Alert System. Director Gaglioti seconded the motion. The motion passed unanimously by a roll call vote of 4-0 with Director Sawhney absent.

RESOLUTION NO. 1875

A RESOLUTION APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH TELEMETRIX INTEGRATED SYSTEMS TO PROVIDE INSTALLATION OF THE ARFF CRASH ALERT SYSTEM

WHEREAS, On November 26, 2018 the Board of Directors of the Monterey Peninsula Airport District (MPAD) approved Resolution No. 1730 certifying Final Environmental Impact Report (EIR) (SCH 2015121105), and Resolution No. 1731, approving Alternative 1 as the Airport Master Plan Project for Monterey Regional Airport; and

WHEREAS, On April 20, 2022, the BOD approved Resolution No. 1819 and certified the Revised Addendum to FEIR for the Minor Project Modifications and approved Resolution No. 1820 the Minor Project Modifications to the MRY Master Plan; and

WHEREAS, The FY23 Adopted Capital Improvement Budget contains Project 2023-01 Safety Enhancement Program (SEP) Phase C1 ARFF Construction and the approved Airport Capital Improvement Program (ACIP) for FY 2022-2028 includes this SEP project phase; and

WHEREAS, The work and services to be performed under this proposed agreement with Telemetrix Integrated Systems is consistent with, and covered by, the Final EIR for the Airport Master Plan Project; and

WHEREAS, The Federal Aviation Administration (FAA) has executed a grant agreement for the Aircraft Rescue and Fire Fighting Facility under the Airport Improvement Program (AIP) with Discretionary and Entitlement Funds; and

WHEREAS, Due to the specific nature of the equipment and installation staff conducted a broad search for qualified installers this procurement falls under the simplified acquisition threshold as documented by Airport staff.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: That MPAD contract with Telemetrix Integrated Systems, in the amount not-to-exceed of \$147,300.00 and authorize 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 15th day of May 2024, by the following roll call vote:

AYES:	DIRECTORS:	Gaglioti, Pick, Miller, Leffel
NOES:	DIRECTORS:	None
ABSTAIN:	DIRECTORS:	None
ABSENT:	DIRECTORS:	Sawhney

Approve 7. Amendment to the Service Agreement between the Monterey Peninsula Airport District and Disaster Kleenup Specialists

Brian Roth, Project Manager at Monterey Regional Airport, gave a presentation that updated the Board on the abatement efforts at the empty building at 2801 Monterey Salinas Highway. He stated that even

more recently, additional mold and asbestos have been discovered and are being assessed. Therefore, staff requests that this item be tabled.

No Public Comment.

Item G.7 was tabled indefinitely.

Approve 8. Chair Leffel's Appointment of New Special Districts Association Liaison

Chair Leffel asked for a replacement appointment for liaison to Special Districts Association, as the current liaison is currently too busy to attend the meetings. Director Gaglioti indicated he could fulfill that role.

No Public Comment.

Chair Leffel motioned to approve the appointment of Director Gaglioti as the liaison to Special Districts Association. Director Gaglioti seconded the motion. The motion passed by a roll call vote of 3-0 with Director Sawhney absent and Director Miller temporarily absent.

H. BOARD COMMITTEE REPORTS AND ACCEPTANCE OF DEPARTMENT REPORTS

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

There were no questions regarding the Department Reports.

- b. Board Member questions (if any) for Standing Committees.

There was no Lease Committee meeting. There were no questions for Standing Committees.

- c. Ad-Hoc Committee Reports:

- i. Local Jurisdiction Liaison Director Leffel & Miller

Chair Leffel reported she will give an update on the Airport to the Pacific Grove City Council tonight and at the Seaside City Council meeting on June 6th.

- d. Liaison/Representatives Reports:

- i. Local Agency Formation Commission Director Leffel
- ii. Regional Taxi Authority Director Pick
- iii. Transportation Agency for Monterey County Director Miller
- iv. Special Districts Association Liaison Director Sawhney
- v. Association of Monterey Bay Area Governments Director Leffel

Chair Leffel reported for LAFCO.

There was no Regional Taxi Authority meeting; Director Pick indicated it was scheduled for June.

Director Miller did not attend the TAMC meeting.

There was no Special Districts Association meeting.

Chair Leffel reported for the Association of Monterey Bay Area Governments.

- e. Board Member reports for those conferences and events where the expense was approved by the Board to be reimbursed by Monterey Peninsula Airport District (per AB 1234 and the Director Remuneration & Business Expense Reimbursement Policy).

None.

I. PENDING REQUESTS FOR FUTURE AGENDA ITEMS

None.

J. DISCUSSION OF FUTURE AGENDAS

Executive Director Review.

K. ADJOURNMENT

The meeting adjourned at 10:17 AM.

*Approved at the
Meeting of June 20, 2024*

Mary Ann Leffel, Chair

A T T E S T

*Michael La Pier
District Secretary*

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

May 21, 2024 - 8:00 AM

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

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

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

Members of the public are encouraged to provide written public comment by sending an email to info@montereyairport.com and include the following subject line: "Public Comment Item # (insert the agenda item number relevant to your comment)." Written comments should be received by 8:00 AM on the day of the meeting. All submitted comments will be provided to the Board for consideration and will be compiled as part of the record.

A. CALL TO ORDER/ROLL CALL

Chair Leffel called to order the Special Meeting of the Monterey Peninsula Airport District Board of Directors at 8:12 AM. Directors Pick and Miller were present with Director Gaglioti expected to arrive shortly. Director Sawhney was absent. The following staff were present: Deputy Executive Director Morello, District Counsel Huber, Controller Wilson, and Acting Board Secretary Adams. Executive Director La Pier and Deputy Executive Director Robare were absent.

B. PLEDGE OF ALLEGIANCE

Director Pick led the Pledge of Allegiance.

C. REGULAR AGENDA - ACTION ITEMS

Discuss 1. Fiscal Year 2025 Operating and Capital Improvement Projects (CIP) Budget Draft

Chair Leffel requested the Director stipend remain stable in FY 2025 and asked District Counsel Huber to investigate whether any action is necessary for this item and place it on the June Regular Meeting agenda.

Chair Leffel suggested including recruitment expenses for the ED position FY 2025 in the final budget in June.

Controller Wilson presented a draft of the Fiscal Year 2025 Operating Budget.

Director Gaglioti joined the meeting at 8:26 AM.

Controller Wilson's presentation included an overview of the FY 2025 macro environment of the airline industry, FY 2025 Budget Assumptions, a draft of the FY 2025 Operating Income Budget Summary,

2025 Rates and Charges, FY 2025 Operating Income Budget Detail that highlighted variances from the FY24 Budget, the FY 2025 Operating Expenses Budget Summary, that included details for the FY 2025 Salary Schedule, FY 2025 Benefits Summary, and Net Position and Cash Flow forecasts and budgets.

There was a discussion about employee benefits and the effects of the CalPERS UAL (unfunded accrued liability) on the cost of benefits.

A break was taken from 8:57 AM – 9:07 AM.

There was a discussion about the maintenance of the ARFF trucks.

Deputy Executive Director Morello presented the proposed Fiscal Year 2025 Capital Improvement Program (CIP) Budget. She reviewed the projects that will carry forward from FY 2024 and explained the proposed FY 2025 new projects, which includes both co-funded and district-only capital expenditures.

Controller Wilson reviewed the Proposed Capital Improvement Program Project 2025-04 Plan of Finance Fees.

D. ADJOURNMENT

The meeting adjourned at 10:24 AM.

*Approved at the
Meeting of June 20, 2024*

Mary Ann Leffel, Chair

A T T E S T

*Michael La Pier
District Secretary*

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

June 3, 2024 - 8:00 AM

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

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

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

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

A. CALL TO ORDER/ROLL CALL

Chair Leffel called to order the Special Meeting of the Monterey Peninsula Airport District Board of Directors at 8:07 AM. Directors Pick and Miller were present. Director Gaglioti was due to join the meeting shortly by videoconference from the alternate location noticed on the agenda. The following staff were present: Executive Director La Pier, District Counsel Huber, and Acting Board Secretary Adams. District Counsel Huber attended by videoconference.

B. PLEDGE OF ALLEGIANCE

Chair Leffel led the Pledge of Allegiance.

C. REGULAR AGENDA - ACTION ITEMS

Select 1. Process for Filling Vacancy on the Board of Directors in Division 1

There was no Public Comment.

District Counsel Huber announced there is a vacancy on the Monterey Peninsula Airport District Board of Directors in Division 1 due to the resignation of Director Sawhney effective June 1, 2024, and the Board may select the process for filling the vacancy.

Director Gaglioti joined the meeting by videoconference at 8:12 AM.

District Counsel Huber reviewed the choices for filling a board vacancy. He stated the Board can appoint someone to serve out the unexpired term within 60 days of the vacancy or decide to hold a special election. The Board agreed it is most fiscally responsible to make a Board appointment.

There was a discussion about the candidate application and selection process. The locations to post the Notice of Vacancy, the deadline to apply, and the interview date were determined.

Director Miller motioned for the board to follow the process outlined today to appoint a candidate to serve the remainder of the Division 1 term. Director Pick seconded the motion. The motion was unanimously approved by a roll call vote of 4-0 with one seat vacant.

D. ADJOURNMENT

The meeting adjourned at 8:35 AM.

*Approved at the
Meeting of June 20, 2024*

Mary Ann Leffel, Chair

A T T E S T

*Michael La Pier
District Secretary*

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

June 10, 2024 – 10:30 AM Pacific Time

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

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

A. CALL TO ORDER

The meeting of the Budget & Finance Committee of the Monterey Peninsula Airport District was called to order at 10:32 AM Pacific time. Directors Leffel and Gaglioti, Executive Director La Pier, Deputy Executive Directors Morello and Robare, Controller Wilson, and Acting Board Secretary Adams were in attendance. Director Leffel attended by videoconference from the alternate location noticed on the agenda.

B. COMMUNICATIONS / ANNOUNCEMENTS / INFORMATIONAL ITEMS

None.

C. PUBLIC COMMENTS

None.

D. REGULAR AGENDA – ACTION ITEMS

Review 1. Resolution No. 1881, A Resolution to Award a Bid to Acquire Replacement Primary Aircraft Rescue and Firefighting Vehicle to Oshkosh Airport Products, a Division of Pierce Manufacturing, Inc.

Deputy Executive Director Morello reviewed the staff report noting the FAA has indicated they are willing to fund 90.66% of this purchase through an Airport Improvement Program Grant. She stated the grant application has been started and the estimated delivery is 550 days after contract execution.

The Finance Committee agreed to recommend adoption of Resolution No. 1881 to the Board of Directors.

Review 2. Resolution No. 1882, A Resolution Authorizing a Professional Service Agreement with Otto Construction as the Construction Manager-At-Risk for the New Terminal Facility Landside Improvements Project

Deputy Executive Director Morello reported the solicitation for bid process included a pre bid meeting that was well attended, however only one bid was submitted. She noted Otto Construction has expertise in this area as well as local experience.

Deputy Executive Director Morello reviewed the role of the Construction Manager-at-Risk and answered questions from Directors.

The Finance Committee agreed to recommend adoption of Resolution No. 1882 to the Board of Directors.

Review 3. Amendment to the Parking Operations Agreement for Operation at the Monterey Regional Airport

Deputy Executive Director Robare introduced the Parking Operations Agreement extension stating this amendment to the existing agreement would be for 24 months, or until June 20, 2026. There were capital improvements done over the course of the last three years that were a condition of the 2021 extension. The next two years will include maintenance of existing systems.

Executive Director La Pier stated this extension is meant to bridge the two years leading up to the expectation of a new replacement terminal parking lot being completed.

Directors discussed the reliability of the parking lot systems as it relates to the Premium lot, and whether revenue was affected by gate malfunctions. Deputy Executive Director Robare reviewed the system improvements that have been made and the mitigation measures that have been put in place in the event the system is not operable.

Directors agreed to recommend this item to the Board with comments.

Review 4. FYTD Financial Statements

Controller Wilson reviewed the highlights of the FY24 April YTD Financial Statements. He stated the payment to Monterey Fuel Company for the hangars was completed in May 2024.

Controller Wilson answered questions from Directors related to accruals for professional charges, increases in utilities expense, and a tenant with a past due balance.

Review 5. Variance Analysis - MTD

There was no discussion.

E. ADJOURNMENT

The meeting was adjourned at 11:14 AM.

*Approved at the
Meeting of June 20, 2024*

Mary Ann Leffel, Chair

A T T E S T

*Michael La Pier
District Secretary*

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

June 11, 2024 – 9:00 AM Pacific Time

NOTICE REGARDING A RETURN TO IN-PERSON PUBLIC PARTICIPATION AT MONTEREY PENINSULA AIRPORT DISTRICT BOARD AND COMMITTEE MEETINGS

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

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

A. CALL TO ORDER

The meeting of the Air Carrier Service – Marketing – Community Relations Committee of the Monterey Peninsula Airport District was called to order at 9:22 AM. Directors Leffel and Pick, Executive Director La Pier, Deputy Executive Director Robare, Project Manager Brian Roth, and Acting Board Secretary Adams were present. Director Leffel attended via videoconference from the alternate location noticed on the agenda.

B. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

None.

C. REGULAR AGENDA – ACTION ITEMS

Discuss 1. Air Carrier Service & Development Update

Deputy Executive Director Robare and Project Manager Brian Roth gave a report on the airline meetings that they attended with Executive Director La Pier at the recent Jumpstart Conference. Executive Director La Pier also recounted some of the conversations with airline representatives regarding existing market performance and the possibility of market expansion.

There was a discussion about the very early morning flight schedules and price parity with other local markets.

Deputy Executive Director Robare reported advance bookings are strong on the Minneapolis route with Sun Country that starts up in August. Executive Director La Pier added that marketing efforts will begin 60 days prior to the inaugural flight.

Executive Director La Pier reported enplanements are up 20k over the FY24 budget and are on track to be the busiest year in recent history.

There was a discussion about the cell phone data dashboard and a request for additional information at the next Air Service committee meeting.

Discuss 2. Local Marketing and Digital Outreach Update

Executive Director La Pier reviewed the Digital Media Analytics Report. It was noted that one of the top referral sites to montereyairport.com is Zola, which is a wedding website.

There was a discussion about media events and local outreach regarding the parking lot relocation and the replacement terminal construction.

Discuss 3. Passenger Comments, Services and Amenities Update

There was a discussion about the passenger comments regarding restrooms needing updating and ideas to communicate with incoming passengers about the new replacement terminal construction schedule.

Discuss 4. Community Noise Concerns Update

There was a discussion about incorrect public conclusions and the importance of responding with accurate information.

D. ADJOURNMENT

The meeting adjourned at 10:14 AM.

*Approved at the
Meeting of June 20, 2024*

Mary Ann Leffel, Chair

A T T E S T

*Michael La Pier
District Secretary*

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

June 12, 2024 at 8:00 AM

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

NOTICE REGARDING A RETURN TO IN-PERSON PUBLIC PARTICIPATION AT MONTEREY PENINSULA AIRPORT DISTRICT BOARD AND COMMITTEE MEETINGS

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

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

A. CALL TO ORDER

The meeting of the Airport Property Development & Leases Committee of the Monterey Peninsula Airport District was called to order at 8:05 AM. Directors Miller and Pick, Executive Director La Pier, Controller Wilson, and Acting Board Secretary Adams were in attendance.

B. COMMUNICATIONS / ANNOUNCEMENTS / INFORMATIONAL ITEMS

None.

C. REGULAR AGENDA – ACTION ITEMS

Review 1. Leasing Activity Review

Controller Wilson gave an update on the Motion Products, Inc. (MPI) lease that has not yet been fully executed. The current tenant has some obligations to the Airport and to MPI that will need to be settled before the Monterey Peninsula Airport District countersigns the agreement.

Controller Wilson reported he researched aviation real estate professionals to investigate the cost of someone representing the corporate hangar. He discovered a niche specialist that seems well suited. He reviewed the costs and the basic terms of engagement. Directors Miller and Pick were supportive of the idea. Executive Director La Pier shared some options for structuring a lease or sale. He noted there would still be a ground lease if the hangar were to be sold.

Controller Wilson remarked on the current state of remediation at 2801 Monterey Salinas Highway, Building C, noting there is analysis to do prior to determining its future. Executive Director La Pier added the cost of remediation would have to be spent whether it is decided to lease the building out or for it to be demolished. There was a discussion about different paths that could be taken to generate revenue from this property.

D. ADJOURNMENT

The meeting adjourned at 8:44 AM.

*Approved at the
Meeting of June 20, 2024*

Mary Ann Leffel, Chair

A T T E S T

*Michael La Pier
District Secretary*

ITEM G.1

The deadline for candidates to apply to be considered for a Vacancy on the MPAD Board of Directors in Division 1 is June 18, 2024, at 12:00 p.m. (Noon).

AGENDA ITEM: G-2
DATE: June 20, 2024

TO: Monterey Peninsula Airport District Board of Directors
FROM: Michael La Pier, Executive Director
SUBJ: Resolution No. 1876, A Resolution of the Monterey Peninsula Airport District to Appoint a Member of the Board of Directors

BACKGROUND. There exists a vacancy on the Monterey Peninsula Airport District (MPAD) Board of Directors in Division 1 due to the resignation of Director Sawhney effective June 1, 2024. The remaining MPAD Board of Directors held a Special Board Meeting on June 3, 2024, to select the process for filling the vacancy. It was unanimously determined by motion, second, and a roll call vote, that the vacancy for the unexpired term in Division 1 would be filled by appointment, pursuant to Government Code section 1780.

The vacancy was posted and candidates solicited with the following deadlines:

- Deadline to submit an Application for Board Member Position – June 18, 2024 at 12:00 p.m.
- Candidate Interview and Selection – June 20, 2024 beginning at 8:00 a.m.
- Resolution to Appoint and Seat a New Board Candidate – June 20, 2024 or TBD but no later than July 30, 2024

RECOMMENDATION. Following Regular Agenda Action Item G-1, *Interview and Consider Candidates for a Vacancy on the Monterey Peninsula Airport District Board of Directors in Division 1 for an Unexpired Term Ending December 2024*, the Board of Directors may adopt Resolution No. 1876, A Resolution of the Monterey Peninsula Board of Directors to Appoint a Member of the Board of Directors and administer the Oath of Office to the appointee; or provide other direction.

RESOLUTION NO. 1876

**A RESOLUTION OF THE MONTEREY PENINSULA AIRPORT DISTRICT
TO APPOINT A MEMBER OF THE BOARD OF DIRECTORS**

WHEREAS, there exists one vacancy for an unexpired term in Division 1 on the Monterey Peninsula Airport District (“District”) Board of Directors within the meaning of Government Code section 1780; and

WHEREAS, the District’s Governing Board desires to make an appointment within 60 days of the vacancy in accordance within Government Code section 1780; and

WHEREAS, the Governing Board has provided public notice of the existence of the vacancy and requested applications from interested qualified applicants; and

WHEREAS, the Governing Board has carefully considered the qualifications of the applicants; and

WHEREAS, the Governing Board has selected an applicant for appointment to fill the vacancy until the next regularly scheduled election (November 5, 2024) at which time voters will vote for any candidate to fill the Division 1 position for the Term 2024 – 2028.

NOW, THEREFORE, BE IT RESOLVED, that _____ is appointed to fill the existing vacancy on the Board of Directors.

BE IT FURTHER RESOLVED THAT the Appointee is hereby conferred with all powers and duties of a Governing Board member.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 20th day of June 2024 by the following roll call vote:

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

Signed this 20th day of June 2024

Mary Ann Leffel, Chair

ATTEST

Michael La Pier, AAE
District Secretary

AGENDA ITEM: G-3
DATE: June 20, 2024

TO: Monterey Peninsula Airport District Board of Directors
FROM: Michael La Pier, A.A.E., Executive Director
SUBJ: Resolution No. 1877, A Resolution Authorizing and Approving the Rates and Charges at the Monterey Regional Airport for Fiscal Year 2025

BACKGROUND. The Monterey Peninsula Airport District (District) is an enterprise special district, charged with recognizing revenues sufficient to recover operating costs for maintaining and improving airport facilities. The District periodically adjusts its rates, charges, and fees to achieve its goal of operating and maintaining the Airport. These fees are collected from rents, fees and charges paid by tenants and users of Airport facilities.

Using the guidance provided by Short Elliott Hendrickson and PFM Financial Advisors, the District has adopted a combination of airfield residual and terminal compensatory cost recovery methodologies. These methods, as standard practice in the airport industry, are used by airports to fairly proportion airport costs to the tenants and users of airport facilities.

The District also has a responsibility to verify the reasonableness of its rates and charges against comparable markets with similar cost structures. Using statistical data from the Federal Aviation Administration and comparable regional airports, the District performed a review of its rates and charges. The District determined that many of the Airport's existing rates and charges are materially below the market and insufficient to meet the Plan of Finance for the Airport's long-term Safety Enhancement Program. As such, increases to specific rates and charges are reflected in the Fiscal Year 2025 rates and charges schedule.

SCHEDULE. Annex A to Resolution No. 1877 provides a comprehensive listing of rates and charges for Fiscal Year 2025. Implementation of the rates and charges will be effective on July 1, 2024.

IMPACT ON REVENUES. Implementation of the rates and charges, as set forth in Annex A, will cause the District to meet a level of revenue that funds the operating expenses, planned District capital improvements and debt services in Fiscal Year 2025.

IMPACT ON OPERATIONS. Implementation of the rates and charges, as set forth in Annex A, will allow the District to provide a professional level of service to its customers and the traveling public, at large, and to work toward meeting its stated initiatives.

RECOMMENDATION. Adopt Resolution No. 1877, A Resolution Authorizing and Approving the Rates and Charges at the Monterey Regional Airport for Fiscal Year 2025.

ATTACHMENTS.

Resolution No. 1877
Annex A Rates and Charges

RESOLUTION NO. 1877

A RESOLUTION AUTHORIZING AND APPROVING THE RATES AND CHARGES AT THE MONTEREY REGIONAL AIRPORT FOR FISCAL YEAR 2025

WHEREAS, periodic adjustment of rates and fees is appropriate in order to achieve the District's goal of recovering the cost of operating and maintaining the Airport and these rates and fees are collected from rents, fees and charges paid by tenants and users of Airport facilities in fair proportion to their respective use, and

WHEREAS, the District has set its airside rates in accordance with the airfield residual cost recovery methodology, and

WHEREAS, the District has set its terminal area rental rates in accordance with the terminal compensatory cost recovery methodology,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT, the following rate and fee schedule (SEE ANNEX A) shall be implemented effective July 1, 2024.

1.0 Aviation & Aviation Related Rates and Fees.

1.1 Landing Fees.

1.1.1 Air Carriers. Provided a signed agreement between an air carrier and the District exists and except as exempted from landing fees by the provisions of Section 1.1.5 of this Resolution, there shall be paid to the District a landing fee for all air carrier operations (including unscheduled charter operations) landing at the Airport (SEE ANNEX A). The landing fee is assessed per thousand pounds of certificated gross landing weight. Air carriers operating without a signed agreement will pay a landing fee equal to two (2) times the established rate.

1.1.2 Freight Forwarding/Cargo Carriers. Except as exempted from landing fees by the provisions of Section 1.1.5 of this Resolution, there shall be paid to the District a landing fee for all freight forwarding/cargo carrier operations (including unscheduled charter operations) landing at the Airport (SEE ANNEX A). The landing fee is assessed per thousand pounds of certificated gross landing weight or per landing.

1.1.3 General Aviation Aircraft. Except as exempted from landing fees by the provisions of Sections 1.1.3.1 and 1.1.5 of this Resolution, there shall be paid to the District a landing fee for all general aviation aircraft operations involving aircraft having a certificated gross landing weight of six thousand pounds (6,000 lbs.) or greater landing at the Airport (SEE ANNEX A). The landing fee is assessed per thousand pounds of certificated gross landing weight.

1.1.3.1 Based Aircraft Exemption. All general aviation aircraft based at Monterey Regional Airport shall be exempt from the landing fees set forth in Section 1.1.3 of this Resolution. General aviation aircraft based at the Airport shall be deemed to include general aviation aircraft for which monthly hangar rentals or tie-down fees are being paid to the District or to a fixed base operator holding a valid lease or rental agreement with the District for the conduct of fixed base operations at the Airport. In addition, general aviation aircraft owned or leased by such a fixed base operator shall be deemed to be general aviation aircraft based at the Airport.

1.1.4 Helicopters. Except as exempted from landing fees by the provisions of Sections 1.1.4.1 or 1.1.5 of this Resolution, there shall be paid to the District a landing fee for all helicopter operations landing at the Airport (SEE ANNEX A). The landing fee for helicopters is assessed per landing.

1.1.4.1 Based Helicopter Exemption. All helicopters based at Monterey Regional Airport shall be exempt from the landing fees set forth in Section 1.1.4 of this Resolution. Helicopters based at the Airport shall be deemed to include helicopters for which monthly hangar rentals or tie-down fees are being paid to the District or to a fixed base operator holding a valid lease or rental agreement with the District for the conduct of fixed base operations at the Airport. In addition, helicopters owned or leased by such a fixed base operator shall be deemed to be helicopters based at the Airport.

1.1.5 General Exemptions. Aircraft landing at the Airport due to mechanical failure or other in-flight emergency shall be exempt from the landing fees set forth in this Resolution. Military aircraft or aircraft operated by the state or federal government shall be exempt from the landing fees set forth in this Resolution. Medical emergency/medical evacuation aircraft shall be exempt from the landing fees set forth in this Resolution.

1.2 Remain-Over-Night (RON) Fee.

1.2.1 Air Carriers. Provided a signed agreement between an air carrier and the District exists, there shall be paid to the District a RON fee for all air carrier aircraft (including unscheduled charter aircraft) that remain over night at the Airport (SEE ANNEX A). The RON fee is assessed per thousand pounds of certificated gross landing weight.

1.2.2 Freight Forwarding / Cargo Carriers. There shall be paid to the District a RON fee for all freight forwarding/cargo carrier aircraft (including unscheduled charter aircraft) that remain overnight at the Airport (SEE ANNEX A). The RON fee is assessed per thousand pounds of certificated gross landing weight.

1.3 Apron Fee.

1.3.1 Air Carriers. Provided a signed agreement between an air carrier and the District exists, there shall be paid to the District an apron fee for all air carrier aircraft (including unscheduled charter aircraft) that park on the terminal ramp at the Airport (SEE ANNEX A). The

apron fee is assessed per thousand pounds of certificated gross landing weight. Air carriers operating without a signed agreement will pay a landing fee equal to two (2) times the established rate.

1.3.2 Freight Forwarding / Cargo Carriers. There shall be paid to the District an apron fee for all freight forwarding/cargo carrier aircraft (including unscheduled charter aircraft) that park on the terminal ramp at the Airport (SEE ANNEX A). The apron fee is assessed per thousand pounds of certificated gross landing weight.

1.4 Gate Fee. Provided a signed agreement between an air carrier and the District exists, there shall be paid to the District a gate fee for non-scheduled (including charter) air carrier aircraft that use the Airport terminal facilities (SEE ANNEX A). The gate fee is assessed per thousand pounds of certificated gross landing weight. Air carriers operating without a signed agreement will pay a landing fee equal to two (2) times the established rate.

1.5 Hangar Rentals. There shall be paid to the District rents for District owned and maintained aircraft hangars (SEE ANNEX A). The hangar rent is assessed by type and location of hangar, except as may otherwise be provided in a contractual agreement between the District (lessor) and a lessee.

1.6 Aircraft Tie-downs. There shall be paid to the District rents for District owned and maintained aircraft tie-down spaces (SEE ANNEX A). The tie-down rent is assessed by aircraft type and location of tie-down, except as may otherwise be provided in a contractual agreement between the District (lessor) and a lessee.

1.7 Fuel Dispensing / Fuel Flowage Fees. There shall be paid to the District a fuel dispensing or fuel flowage fee for each gallon of fuel dispensed at the Airport (SEE ANNEX A). The fuel dispensing or flowage fee is assessed by number of gallons dispensed and by type of fuel.

1.8 Aircraft Parking Fee – Special Events. There shall be paid to the District an aircraft parking fee for Special Events during which any aircraft is parked on any surface at the Airport (SEE ANNEX A). The aircraft parking fee is assessed on a per aircraft, per day (or any portion thereof) basis, for any aircraft that are parked during any Special Event. FY 24 Special Events are the AT&T Pebble Beach National Pro-Am, Car Week/Concours D'Elegance, Hook & Eye, and the Women's LPGA U.S. Open.

1.9 Car Auction Parking Fee – Special Events. There shall be paid to the District a car auction parking fee for Special Events during which cars are parked, presented, and auctioned off at the Airport (SEE ANNEX A). The car auction parking fee is assessed on a per car basis, for any cars that are sold at auction during any Special Event.

2.0 Terminal Area Rents.

2.1 Terminal Building and Adjacent Area Rentals. There shall be paid to the District rents for space in and around the Airport terminal (SEE ANNEX A). These rents are paid by square foot (sq. ft.) or space basis (per month) except as may otherwise be provided in a contractual agreement between the District (lessor) and a lessee.

2.2 Concessionaires. There shall be paid to the District fees for the use of space and the conduct of business in and around the Airport terminal. These fees may be assessed by square foot (sq. ft.) or space basis (per month) or may be assessed as a percentage of gross receipts, or a combination provided in a contractual agreement between the District (lessor) and a lessee or concessionaire.

3.0 Non-Aviation Rents. There shall be paid to the District rents for non-aviation space and facilities on the Airport (SEE ANNEX A). These rents are assessed on a square foot (sq. ft.) or space basis (per month) except as may otherwise be provided in a contractual agreement between the District (lessor) and a lessee.

4.0 Other Fees.

4.1 Miscellaneous Fees. There shall be paid to the District fees for AOA badges, parking permits, SIDA badges, law enforcement activities (reports, incidents and services). These fees are assessed on each activity or service provided by the District to a tenant, tenant-employee, and lessee.

4.2 Tenant Event Support / Tenant Repair & Maintenance Fees. There shall be paid to the District fees for law enforcement support or tenant repair, maintenance services and event fees. These fees will be charged on a per hour rate and due at the completion of law enforcement support or tenant repair & maintenance services, and event fees.

4.3 Airport Events / Filming / Photography - Basic Use Fees. There shall be paid to the District fees for special on property events, motion picture filming or television recording and photography events. These fees will be charged on a per day rate and due in advance when the Facilities Use and License Agreement is executed, and before special on property events, motion picture filming or television recording and photography events occur.

4.4 Late Payment and Credit Card Payment Fees. There shall be paid to the District fees for late tenant or lessee and credit cards payments. These fees will be charged on a percentage of tenant or lessee invoices and are due upon contract terms with the District.

4.5 Notice of Violation Fees. There shall be paid to the District for Rules and Regulations Violations as described in Article 9 and 10. These fees will be assessed on a per incident basis and will escalate from continued or reoccurring violations.

4.6 Business License Fees. There shall be paid to the District a Business License fee for all tenants operating a business on District property. The Business License fee shall be assessed annually on January 1 of each calendar year and prorated for new businesses if implemented after January 1.

5.0 Future Rate Adjustments. The District may implement changes in rates and charges from time-to-time through the adoption of future rates and charges resolutions. During the period following the adoption of this Resolution and until the effective date of a subsequent rates and charges resolution, District leases and rental agreements may provide for adjustments to rates and charges based on changes in consumer price or other indices.

6.0 Severability. If any provision, clause, sentence or paragraph of this Resolution or the application thereof to any person or circumstance shall be held invalid, such invalidity shall not affect the other provisions of this Resolution which can be given effect without the invalid provision or application and to this end, the provisions of this Resolution are declared severable.

7.0 Effective Date. This Resolution shall take effect on July 1, 2024.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 20th day of June 2024, by the following roll call vote:

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

Signed this 20th day of June 2024.

Mary Ann Leffel, Chair

A T T E S T

Michael La Pier, AAE
District Secretary

ANNEX A
Adopted June 20, 2024 by Resolution No. 1877
Monterey Peninsula Airport District - Schedule of Rates & Charges - FY 2025

AVIATION

Charge	Unit of Measure	Last Increase	FY 2024 Rate	FY 2025 Rate	Implementation Date	
COMMERCIAL AVIATION:						
Landing Fee						
Scheduled Air Carriers	Per 1,000 lbs. MGLW	7/1/2023	\$2.65	\$3.00	7/1/2024	Increase
Non-Scheduled Air Carriers	Per 1,000 lbs. MGLW	7/1/2021	\$3.20	\$3.20	7/1/2021	NC
Freight Forwarding	Per Landing	7/1/2023	\$50.00	\$50.00	7/1/2023	NC
Apron Fee						
Scheduled Air Carriers	Per 1,000 lbs. MGLW	7/1/2023	\$0.63	\$1.00	7/1/2024	Increase
Non-Scheduled Air Carriers	Per 1,000 lbs. MGLW	7/1/2021	\$0.75	\$1.00	7/1/2024	Increase
RON Fees						
Scheduled Air Carriers	Per 1,000 lbs. MGLW	7/1/2023	\$1.28	\$1.50	7/1/2024	Increase
Non-Scheduled Air Carriers	Per 1,000 lbs. MGLW	7/1/2021	\$1.35	\$1.50	7/1/2021	Increase
Gate Fee						
Non-Scheduled Air Carrier	Per 1,000 lbs. MGLW	7/1/2021	\$3.20	\$3.20	7/1/2021	NC
Fuel Flowage Fee						
Jet A	Per Gallon	7/1/2023	\$0.06	\$0.07	1/0/1900	Increase
GENERAL AVIATION:						
Landing Fee:	Per 1,000 lbs. MGLW (No charge under 6,000 lbs.)	7/1/2023	\$ 2.55	\$ 2.70	7/1/2024	Increase
Aircraft Parking Fee - Special Events:	Per Aircraft, per Day	7/1/2023	\$ 100.00	\$ 100.00	7/1/2023	NC
Car Auction Parking Fee - Special Events:	Per Car, if Sold	7/1/2023	\$ 100.00	\$ 100.00	7/1/2023	NC
Helicopters	Per Landing	7/1/2021	\$8.75	\$8.75	7/1/2021	NC

ANNEX A
Adopted June 20, 2024 by Resolution No. 1877
Monterey Peninsula Airport District - Schedule of Rates & Charges - FY 2025

AVIATION

Charge	Unit of Measure	Last Increase	FY 2024 Rate	FY 2025 Rate	Implementation Date	
FUEL:						
Fuel Flowage Fee						
Jet A	Per Gallon	7/1/2023	\$0.16	\$0.16	7/1/2023	NC
100 LL	Per Gallon	7/1/2023	\$0.13	\$0.13	7/1/2023	NC
HANGAR RENTAL:						
Northeast Box Hangars	Per Month (Includes Electricity)	7/1/2023	\$450.00	\$511.00	1/1/2025	Increase
Northeast Corporate Hangar	Per Month/Per Sq.Ft. (Electricity Not Included)	7/1/2023	\$1.25	\$1.00	7/1/2024	Decrease
Northside Rectangular Hangar (Nunno: #N1 - #N20)	Per Month (Includes Electricity)	7/1/2021	\$430.00	\$430.00	7/1/2021	NC
Northside Rectangular Hangar (Nunno: #N102 - #N105)	Per Month (Electricity Not Included)	7/1/2021	\$415.00	\$415.00	7/1/2021	NC
Northside "T" Hangar (Port-a-Port Executive II: #P7 - #P8)	Per Month (Includes Electricity)	7/1/2021	\$530.00	\$530.00	7/1/2021	NC
TIEDOWNS:						
(N/E Ramp: 45 tiedowns & N/S Ramp: 15 tiedowns)						
Single Engine	Per Month	7/1/2021	\$80.00	\$80.00	7/1/2021	NC
Twin Engine	Per Month	7/1/2021	\$105.00	\$105.00	7/1/2021	NC
Airship / Blimp / Dirigible	Per Day	7/1/2021	\$165.00	\$165.00	7/1/2021	NC

ANNEX A
Adopted June 20, 2024 by Resolution No. 1877
Monterey Peninsula Airport District - Schedule of Rates & Charges - FY 2025

TERMINAL AREA

Charge	Unit of Measure	Last Increase	FY 2024 Rate	FY 2025 Rate	Implementation Date	
AIRLINES SPACES:						
Counter Space	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
Office Space	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
Baggage Make-Up Area	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
Storage & Other Spaces	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
Baggage Claim	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
Holding Rooms	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
Other	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
RENTAL CARS:						
Counter Space	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
Office Space	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
Storage Space	Per square foot/per month	7/1/2023	\$5.55	\$7.00	7/1/2024	Increase
Ready Parking	Car Rental/per space/per month	7/1/2021	\$40.00	\$40.00	7/1/2021	NC
Stowage Parking	Car Rental/per space/per month	7/1/2021	\$29.25	\$29.25	7/1/2021	NC
Overflow Parking	Per square foot/per month	7/1/2021	\$0.15	\$0.15	7/1/2021	NC
UTILITIES (TERMINAL SPACE) AIRLINES & RENTAL CARS:						
Counter Space	Per square foot/per month	7/1/2021	\$0.85	\$0.85	7/1/2021	NC
Office Space	Per square foot/per month	7/1/2021	\$0.85	\$0.85	7/1/2021	NC
Storage & Other Spaces	Per square foot/per month	7/1/2021	\$0.85	\$0.85	7/1/2021	NC
DISTRICT FACILITIES:						
Board Room (GOs/NGOs)	per hour/2 hour minimum/parking included		\$65.00	\$65.00	7/1/2021	NC
Board Room (GOs/NGOs)	parking not included		\$0.00	\$0.00	7/1/2021	NC
Board Room (Commercial)	per hour/2 hour minimum/parking included		\$125.00	\$125.00	7/1/2021	NC
Board Room (Commercial)	per hour/2 hour minimum/parking not included		\$75.00	\$75.00	7/1/2021	NC

ANNEX A
Adopted June 20, 2024 by Resolution No. 1877
Monterey Peninsula Airport District - Schedule of Rates & Charges - FY 2025

TERMINAL AREA

Charge	Unit of Measure	Last Increase	FY 2024 Rate	FY 2025 Rate	Implementation Date	
PUBLIC PARKING LOTS:						
Long-Term Parking (Lot 1)	Cost/hr.; Cost/Day	7/1/2023	\$1.00 per hour; \$16.00 per day after 3 hour	\$1.00 first hour; \$18.00 per day after 3 hour	10/1/2024	Increase
Short-Term Parking (Lot 2)	Cost/hr.; Cost/Day	7/1/2023	\$2.00 per half hour; \$28.00 per day; limited validations	\$2.00 per half hour; \$28.00 per day; limited validations	7/1/2023	NC
Premium Short-Term Parking (Lot 3)	Cost/hr.; Cost/Day	7/1/2023	first 30 minutes free; then \$3.00 per half hour; \$28.00 per day; limited validations	first 30 minutes free; then \$3.00 per half hour; \$30.00 per day; limited validations	7/1/2024	Increase
EMPLOYEE (TENANT) PARKING LOT:						
Employee Parking	per month*	7/1/2021	\$25.00	\$25.00	7/1/2021	NC
* \$275 per year when paid in advance (one month free) / no refunds						

ANNEX A
Adopted June 20, 2024 by Resolution No. 1877
Monterey Peninsula Airport District - Schedule of Rates & Charges - FY 2025

GROUND TRANSPORTATION

Charge	Unit of Measure	Last Increase	FY 2024 Rate	FY 2025 Rate	Implementation Date	
Ground Transportation						
TCP Operating Permit	Annual TCP Operating Permit	7/1/2011	\$200.00	\$200.00	7/1/2021	NC
Company Fleet Size Annual Operating Permit Fee Structure						
Category 1	1 vehicle	\$200.00			7/1/2021	NC
Category 2	2 -- 4 vehicles	\$400.00			7/1/2021	NC
Category 3	5 -- 9 vehicles	\$600.00			7/1/2021	NC
Category 4	10 -- 15 vehicles	\$800.00			7/1/2021	NC
Category 5	16 -- 39 vehicles	\$1,000.00			7/1/2021	NC
Category 5	40 -- 99 vehicles	\$2,500.00			7/1/2021	NC
Category 5	100 -- 249 vehicles	\$5,000.00			7/1/2021	NC
Category 5	250 -- 499 vehicles	\$7,500.00			7/1/2021	NC
Category 5	500 -- + vehicles	\$10,000.00			7/1/2021	NC
Company Fleet Size Annual Operating Permit Fee Structure - One Time Fiscal Year Proration Schedule (New Operators)						
		1st Qtr (Jul - Sep)	2nd Qtr (Oct - Dec)	3rd Qtr (Jan - Mar)	4th Qtr (Apr - Jun)	
	Category 1	Full Rate	\$150.00	\$100.00	\$50.00	NC
	Category 2	Full Rate	\$300.00	\$200.00	\$100.00	NC
	Category 3	Full Rate	\$450.00	\$300.00	\$150.00	NC
	Category 4	Full Rate	\$600.00	\$400.00	\$200.00	NC
	Category 5	Full Rate	\$750.00	\$500.00	\$250.00	NC
Temporary TCP Operating Permit Fee Structure						
Category 1	1 vehicle	\$10.00	per event		7/1/2021	NC
Category 2	2 -- 4 vehicles	\$20.00	per event		7/1/2021	NC
Category 3	5 -- 9 vehicles	\$40.00	per event		7/1/2021	NC
Category 4	10 -- 15 vehicles	\$80.00	per event		7/1/2021	NC
Category 5	16+ vehicles	\$160.00	per event		7/1/2021	NC
Taxi Operating Permit	Annual Taxi Operating Permit	3/1/2019	\$100.00	\$100.00	7/1/2021	NC
Taxi - Annual Operating Permit Fee Structure - One Time Fiscal Year Proration Schedule (New Operators)						
		1st Qtr (Jul - Sep)	2nd Qtr (Oct - Dec)	3rd Qtr (Jan - Mar)	4th Qtr (Apr - Jun)	
		Full Rate	\$75.00	\$50.00	\$25.00	NC
Taxi Operator Drop-Off / Pick-Up Fee						
	Per Drop-Off	3/1/2012	\$3.00	\$3.00	7/1/2021	NC
	Per Pick-Up	3/1/2012	\$3.00	\$3.00	7/1/2021	NC
TNC Operator Drop-Off / Pick-Up Fee						
	Per Drop-Off	10/1/2015	\$3.00	\$3.00	7/1/2021	NC

ANNEX A
Adopted June 20, 2024 by Resolution No. 1877
Monterey Peninsula Airport District - Schedule of Rates & Charges - FY 2025

NON-AVIATION

Charge	Unit of Measure	Last Increase	FY 2024 Rate	FY 2025 Rate	Implementation Date	
Recreation Vehicle (RV) Parking:						
Maximum 30' Space	per space/per month	7/1/2023	\$ 125.00	\$ 125.00	7/1/2023	NC
Maximum 45' Space	per space/per month	7/1/2023	\$ 150.00	\$ 150.00	7/1/2023	NC
Maximum 60' Space	per space/per month	7/1/2023	\$ 175.00	\$ 175.00	7/1/2023	NC
Airport Events / Filming / Photography - Basic Use Fees						
Special Event Permit Fee	each event	7/1/2015	\$100.00	\$100.00	7/1/2021	NC
Special Event - On Property*	per day minimum	7/1/2020	\$1,500.00	\$1,500.00	7/1/2021	NC
Special Event - On Observation Deck*	per day minimum	7/1/2020	\$1,000.00	\$1,000.00	7/1/2021	NC
Motion Picture or Television*	per day (or fraction thereof)	7/1/2015	\$1,500.00	\$1,500.00	7/1/2021	NC
Commercial Still Photography	per day (or fraction thereof)	7/1/2015	\$1,000.00	\$1,000.00	7/1/2021	NC
Interior Shots (terminal or other buildings)	per day (or fraction thereof)	7/1/2015	\$500.00	\$500.00	7/1/2021	NC
Airport Personnel (if required)	per "Tenant Event Support" schedule above					

* Maybe subject to special events contract and deposit.

ANNEX A
Adopted June 20, 2024 by Resolution No. 1877
Monterey Peninsula Airport District - Schedule of Rates & Charges - FY 2025

OTHER FEES

Charge	Unit of Measure	Last Increase	FY 2024 Rate	FY 2025 Rate	Implementation Date	
Miscellaneous Fees						
AOA Badge	each badge (annual)	7/1/2015	\$14.50	\$14.50	7/1/2021	NC
AOA Badge - replacement of lost/stolen	each badge	7/1/2015	\$40.00	\$40.00	7/1/2021	NC
AOA Parking Permit/Decal	each permit/decals (annual)	7/1/2015	\$9.75	\$9.75	7/1/2021	NC
SIDA Badge - without fingerprints	each badge (annual)	7/1/2015	\$18.00	\$18.00	7/1/2021	NC
SIDA Badge - with fingerprints	each badge (annual)	7/1/2015	\$60.00	\$60.00	7/1/2021	NC
SIDA Badge - replacement of lost/stolen	each badge	7/1/2015	\$90.00	\$90.00	7/1/2021	NC
Accident Report	each copy	7/1/2015	\$10.00	\$10.00	7/1/2021	NC
Police Incident Report	each copy (not accident report)	7/1/2015	\$10.00	\$10.00	7/1/2021	NC
Fingerprinting	per person	7/1/2015	\$40.00	\$40.00	7/1/2021	NC
Records Check	each (if there is no record)	7/1/2015	\$15.00	\$15.00	7/1/2021	NC
Records Check	each (if record exists)	7/1/2015	\$25.00	\$25.00	7/1/2021	NC
Booking Fee - Reimbursement	each incident	7/1/2015	\$350.00	\$350.00	7/1/2021	NC
Vehicle Release (impound/stored)	each incident	7/1/2015	\$165.00	\$165.00	7/1/2021	NC
Abandoned Vehicle Removal	each incident	7/1/2015	\$315.00	\$315.00	7/1/2021	NC
VIN Verification	each verification	7/1/2014	\$30.00	\$30.00	7/1/2021	NC
Certification of Correction	each certification	7/1/2014	\$30.00	\$30.00	7/1/2021	NC
Tenant Event Support / Tenant Repair & Maintenance Fees						
Police Sergeant (without vehicle)	per hour	7/1/2015	\$170.00	\$170.00	7/1/2021	NC
Police Sergeant (with vehicle)	per hour	7/1/2015	\$200.00	\$200.00	7/1/2021	NC
Police Officer (without vehicle)	per hour	7/1/2015	\$140.00	\$140.00	7/1/2021	NC
Police Officer (with vehicle)	per hour	7/1/2015	\$170.00	\$170.00	7/1/2021	NC
Maintenance and Other Technicians	per hour	7/1/2015	\$80.00	\$80.00	7/1/2021	NC
Late Payment Fees						
Late Payments Fees are Charged After 10 Days from the Due Date (5% late plus 1% interest)		7/1/2013	5%	5%	7/1/2021	NC
Credit Card Payment						
Credit Payments Under \$500.00 Processing Fee		7/1/2020	N/C	N/C	7/1/2021	NC
Credit Payments Over \$500.00 Processing Fee		7/1/2020	3%	3%	7/1/2021	NC
Notice of Violation Fees						
First Violation	each incident		\$50.00	\$50.00	7/1/2021	NC
Second Violation	each incident		\$100.00	\$100.00	7/1/2021	NC
Third Violation	each incident		\$150.00	\$150.00	7/1/2021	NC
Business License Fees *						
Annual Business License - Calendar Year	per legal entity		1,000.00	\$500.00	1/1/2022	NC

* Business license will be prorated for new businesses if implemented after January 1.

AGENDA ITEM: G-4
DATE: June 20, 2024

TO: Monterey Peninsula Airport District Board of Directors
FROM: Michael La Pier, A.A.E., Executive Director
SUBJ: Resolution No. 1878, A Resolution Authorizing and Approving the Fiscal Year 2025 Salary Schedule, Listing Salary Ranges for the Monterey Peninsula Airport District

BACKGROUND. Pursuant to public law, the Board is required to annually approve the schedule listing salary ranges for District employees. The Fiscal Year 2024 Salary Schedule, listing salary ranges adopted by Resolution No. 1846 on June 21, 2023, is still in effect.

For Fiscal Year (FY) 2025, considering the financial and operational goals and objectives articulated in both the Operating and Capital Budgets, District staff recommends the increases in the Minimum and Maximum salary ranges as reflected in the Fiscal Year 2025 Salary Schedule.

For FY 2025, the salary ranges submitted for approval for FY 2025 will be adequate to meet currently approved and planned Airport positions.

RECOMMENDATION. Adopt Resolution No. 1878, A Resolution Authorizing and Approving the Fiscal Year 2025 Salary Schedule, Listing Salary Ranges for the Monterey Peninsula Airport District.

ATTACHMENTS.

Resolution No. 1878
FY 2025 Salary Schedule

RESOLUTION NO. 1878

**A RESOLUTION AUTHORIZING AND APPROVING
THE FISCAL YEAR 2025 SALARY SCHEDULE LISTING SALARY RANGES
FOR THE MONTEREY PENINSULA AIRPORT DISTRICT**

WHEREAS, for Fiscal Year 2025 the previously approved salary ranges are insufficient to meet the market compensation ranges of comparable positions, therefore changes are recommended; and

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: That the compensation of all employees of the Monterey Peninsula Airport District as set forth and prescribed in the FY 2025 Salary Schedule Listing Salary Ranges is hereby approved and adopted. A copy of said schedule is attached hereto and made a part of by reference as though the same were set forth in full herein.

AND BE IT FURTHER RESOLVED: That there be filed in the office of said District, said Salary Schedule in accordance with and designated "Monterey Peninsula Airport District Fiscal Year 2025 Salary Schedule" listing salary ranges.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 20th day of June 2024 by the following roll call vote:

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

Signed this 20th day of June 2024

Mary Ann Leffel, Chair

A T T E S T

Michael La Pier, A.A.E.
District Secretary

**MONTEREY PENINSULA AIRPORT DISTRICT
FISCAL YEAR 2025 SALARY SCHEDULE
Adopted June 20, 2024 by Resolution No. 1878**

EFFECTIVE: July 1, 2024

Position Titles	FY 2025 Salary Ranges		
		Min	Max
SENIOR EXECUTIVE ASSISTANT	ANNUAL	\$ 76,400	\$ 98,500
	PER MONTH	6,367	8,208
	PER HOUR	36.73	47.36
EXECUTIVE ASSISTANT	ANNUAL	\$ 57,398	\$ 93,943
	PER MONTH	4,783	7,829
	PER HOUR	27.60	45.16
PROPERTY SPECIALIST	ANNUAL	\$ 66,909	\$ 93,943
	PER MONTH	5,576	7,829
	PER HOUR	32.17	45.16
SOCIAL MEDIA SPECIALIST	ANNUAL	\$ 73,385	\$ 93,943
	PER MONTH	6,115	7,829
	PER HOUR	35.28	45.16
MAINTENANCE LEAD WORKER	ANNUAL	\$ 59,165	\$ 86,314
	PER MONTH	4,930	7,193
	PER HOUR	28.44	41.50
MAINTENANCE WORKER	ANNUAL	\$ 53,333	\$ 63,697
	PER MONTH	4,444	5,308
	PER HOUR	25.64	30.62
CUSTODIAN	ANNUAL	\$ 37,208	\$ 60,300
	PER MONTH	3,101	5,025
	PER HOUR	17.89	28.99

NOTE 1: INDICATED SALARY RATES DO NOT INCLUDE
PAGER PAY: \$200 per week to the individual responsible for pager/immediate response.

NOTE 2: ALLOWANCES FOR EXECUTIVE DIRECTOR IN THE AMOUNT

NOTE 3: INDICATED SALARY RATES DO NOT INCLUDE TECHNOLOGY ALLOWANCE FOR EXECUTIVE DIRECTOR.
TECHNOLOGY ALLOWANCE: \$200 per month to Executive Director.

NOTE 4: WELLNESS ALLOWANCE FOR EXECUTIVE DIRECTOR.
HEALTH AND WELLNESS ALLOWANCE: \$412 per month to Executive Director.

NOTE 5: INDICATED SALARY RATES DO NOT INCLUDE COMPENSATION FOR THE BOARD OF DIRECTORS.
DIRECTOR COMPENSATION: \$127.63 per meeting/day of service; not to exceed \$765.78 per month.

TO: Monterey Peninsula Airport District Board of Directors
FROM: Michael La Pier, A.A.E., Executive Director
SUBJ: Resolution No. 1879, A Resolution Authorizing and Approving the Operating Budget of the Monterey Peninsula Airport District for Fiscal Year 2025

BACKGROUND. The proposed Fiscal Year 2025 Operating Budget is provided for your review and adoption. See Assumptions Used to Formulate the FY 2025 Operating Budget summary attached hereto.

BUDGET SUMMARY

A. ENTERPRISE ACTIVITY

1. Operating Revenue	\$13,726,859
2. Operating Expense	<u>11,309,827</u>
Net Income/(Loss) from Operations	2,417,032
3. Interest Income	499,813
4. Interest Expense – CEC & Caltrans loans	<u>(201,264)</u>
Net Income/(Loss)	2,715,581
5. Other Revenue / Expense	<u>34,095,392</u>
Total Change Net Position	<u>\$36,810,972</u>

B. CAPITAL IMPROVEMENTS PROGRAM (CIP)

See Section 5 for Resolution 1880 for Details

1. Federal AIP Grants:	\$37,893,949
2. Passenger Facilities Charges (PFC):	4,236,183
3. District Contributions:	<u>420,000</u>
Total Co-Funded CIP Program:	42,550,032
3. District-Only Financed CIP / Acquisitions:	1,580,844
4. District-Only Funded CIP / Acquisitions*:	<u>1,060,000</u>
Total FY 25 CIP Program:	<u>\$45,190,876</u>

DISTRICT NET POSITION.

Total Net Position for June 30, 2023 (audited)	\$98,176,090
Total Net Position for June 30, 2024 (FY 2024 Budget)	\$126,685,032
Total Net Position for June 30, 2025 (projected**)	\$163,496,004

The June 30, 2023 Net Position includes adjustments for GASB 75 Other Post-Employment Benefits (OPEB) and GASB 68 Net Pension Liability. No GASB 68 adjustments have been included for estimated FY 2024 and projected FY 2025 Total Net Position, as the calculations and/or data are not audited and/or not yet available from CalPERS.

* Excludes \$1,000,000 Plan of Finance Fees assumed to be paid out of Financing Proceeds upon closing.

**Includes increase in capital assets from AIP/PFC/DISTRICT co-funded projects.

RECOMMENDATION. Adopt Resolution No. 1879 Authorizing and Approving the Operating Budget of the Monterey Peninsula Airport District for Fiscal Year 2025.

ATTACHMENTS.

Resolution No. 1879
Assumptions Used for the FY 2025 Operating Budget
FY 2025 Operating Budget Schedules

RESOLUTION NO. 1879

A RESOLUTION AUTHORIZING AND APPROVING THE OPERATING BUDGET OF THE MONTEREY PENINSULA AIRPORT DISTRICT FOR FISCAL YEAR 2025

WHEREAS, the estimates submitted to the Board of Directors of the Monterey Peninsula Airport District entitled "Monterey Peninsula Airport District, County of Monterey, State of California, Budget - Fiscal Year 2025," and now on file in the offices of the District, are hereby approved and adopted as the budget of the District for the Fiscal Year 2025, and

WHEREAS, the District's Fiscal Year 2025 revenues are projected to be sufficient to fund expenses, capital expenditures and debt service, and

WHEREAS, the available revenues of the District for the Fiscal Year 2025 are hereby appropriated as set forth and segregated in the operating and capital budgets, and

WHEREAS, all annual salaries, compensations, allowances and operating expenses for the Fiscal Year 2025 as set forth in the operating budget shall be payable in such time, form and manner as is prescribed by the Monterey Peninsula Airport District Act and by Resolution No. 1424, a Resolution Establishing Fiscal Control Policies and Procedures for the Monterey Peninsula Airport District; and

WHEREAS, all debt service expenditures, interest, and principal for the Fiscal Year 2025 are identified and shall be payable in such time, form and manner as prescribed by contract or covenant, are hereby approved, and

WHEREAS, all motions and resolutions and parts of motions and resolutions insofar as they are in conflict with this resolution are hereby repealed.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT, the Operating Plan presented in the Budget for Fiscal Year 2025 is hereby established and designated as in the Budget and shall take effect on July 1, 2024.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 20th day of June 2024 by the following roll call vote:

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

Signed this 20th day of June 2024.

Mary Ann Leffel, Chair

ATTEST

Michael La Pier, AAE
District Secretary

TO: Board of Directors, Monterey Peninsula Airport District
FROM: Michael LaPier, Executive Director
SUBJECT: Assumptions Used to Formulate the FY 2025 Operating Budget for Resolution No. 1879

PURPOSE:

This document summarizes the assumptions used to prepare the Monterey Peninsula Airport District's ("District") Fiscal Year 2025 ("FY25") operating revenues and expenses budgets.

The assumptions and methods used to construct the District's FY25 financial budgets are based on information available as of the date above and reflect the implementation of a comprehensive Rates and Charges Model (Resolution No. 1877). This narrative report is accompanied by summary and detailed line-item reports in the standard financial format.

PREPARATION OF THE FY 2025 BUDGET:

To establish a methodology that is fair, equitable, and recovers the Airport's cost to operate the airfield and terminal, we have established a "Rates and Charges Model". This model has produced the rates that should be charged to generate revenue sufficient to provide professional services, cover operating costs, provide monetary resources to maintain and acquire assets, and reimburse District reserves **and to meet the objectives of the Plan of Finance for the Safety Enhancement Program ("SEP")**.

Specific rates used to compute FY25 operating revenue are detailed in the Monterey Peninsula Airport District - Schedule of Rates & Charges – FY 2025 (the "Rates & Charges").

The FY25 District revenue budget was prepared with inputs from Short, Elliott, Hendrickson, Inc. ("SEH") for commercial air service landings and enplanements, and Monterey Fuel Company for heavy general aviation operations. Concession revenues and customer traffic driven revenues were adjusted based on enplanements and other various revenues were adjusted based on specific contract terms. Rates and Charges for commercial aviation, terminal tenants, concession operators, light aviation hangars, fuel flowage fees and RV storage fees were increased for FY25 as detailed in the Schedule of Rates & Charges.

The FY25 budget includes rent increases for all long-term lessees using the April 2023 to April 2024 Consumer Price Index (CPI) for All Urban San Francisco-Oakland-Hayward, CA. The CPI increase in the FY25 budget is **3.8%**. Long-term lessees include the fixed base operators, Northside building lessees, Northside apron lessees, Northside land lessees, non-aviation lessees and other miscellaneous tenant leases.

The FY25 District department expenses were prepared by managers and reviewed by the Executive Director for reasonableness. The FY25 expenses are budgeted to increase by \$1,372.5K from the FY24 Budget, due primarily to increases in Service Contracts for Fire, Police and District Counsel (\$249.9K), increased actuarially determined benefits for Police and Fire (\$394.6K), higher Staff Wages and Benefits (\$212.6K) and 18.2% higher manager-controller expenses. A more detailed Departmental analysis follows later in this document.

GENERAL:

The FY25 operating revenue and expense budgets have been prepared using accrual accounting methodology. Operating revenues and expenses have been calculated and projected by month. Straight-line methodology has been used sparingly and only where appropriate.

OPERATING REVENUES:

The District’s FY25 budgeted total operating revenues are **\$13,726,859**.

OPERATING REVENUE - ALL CATEGORIES						
REVENUE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	INC/DEC TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
COMMERCIAL AVIATION	\$ 1,989,507	14%	\$ 1,443,656	\$ 545,851	37.8%	\$ 1,485,417
GENERAL AVIATION	478,218	3%	509,675	(31,457)	-6.2%	535,361
TERMINAL LEASES & CONCESSIONS	6,572,267	48%	5,855,405	716,862	12.2%	6,063,371
HEAVY GENERAL AVIATION/FBOs	1,204,053	9%	1,170,347	33,706	2.9%	1,242,747
LIGHT GENERAL AVIATION	523,963	4%	499,636	24,327	4.9%	392,936
NON-AVIATION TENANTS	2,444,132	18%	2,192,728	251,404	11.5%	2,192,862
OTHER	514,719	4%	423,589	91,130	21.5%	495,887
TOTALS	\$ 13,726,859		\$ 12,095,036	\$ 1,631,823	13.5%	\$ 12,408,582

Commercial Aviation:

OPERATING REVENUE - COMMERCIAL AVIATION						
REVENUE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	INC/DEC TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
CA LANDING FEES	\$ 1,261,053	63%	\$ 952,806	\$ 308,247	32.4%	\$ 981,620
CA RON FEES	127,735	6%	81,604	46,131	56.5%	97,568
CA APRON FEES	409,059	21%	217,246	191,813	88.3%	226,449
CA FUEL FLOWAGE	191,660	10%	192,000	(340)	-0.2%	179,779
TOTALS	\$ 1,989,507		\$ 1,443,656	\$ 545,851	37.8%	\$ 1,485,417

In FY25 staff worked with SEH to verify estimated commercial air service landings and enplanements and capture from the reservation systems. The FY25 scheduled commercial

aviation revenues are budgeted to increase by 36.2% over the FY24 forecast; 25.3% of this increase is due to “price”/the new Rates and Charges and 10.9% is due to “volume” increases. Total enplanements are budgeted at **312,820**. Total enplanements for the FY24 Forecast are **270,855**.

District commercial aviation revenues are driven by scheduled airline services that result in Landing, Apron, and RON fees based on aircraft weights. The FY25 commercial aircraft landings are budgeted to be approximately **4,859** and the FY24 Forecasted landings are estimated to be **4,256**.

For FY25 the Airport has increased the commercial landing fee from **\$2.65** to **\$3.00**, the Apron Fee from **\$0.63** to **\$1.00**, the RON Fee from **\$1.28** to **\$1.50** and the air carrier fuel flowage fee from **\$0.06** to **\$0.07** per gallon.

ALL COMMERCIAL AIR CARRIERS -- SCHEDULED AND NON-SCHEDULED SERVICE

FY 2025 PLAN					LANDED		AVAILABLE
MONTH	LANDINGS	APRON	RON		WEIGHT	ENPLANEMENTS	SEATS
Jul-24	456	456	76		39,857,108	31,818	38,165
Aug-24	501	501	61		44,847,863	32,111	40,657
Sep-24	466	466	56		42,263,748	29,796	36,712
Oct-24	495	495	44		42,660,443	31,583	38,401
Nov-24	398	398	15		31,390,492	25,538	30,768
Dec-24	409	409	16		32,322,274	25,319	31,958
Jan-25	313	313	30		25,420,324	18,384	24,944
Feb-25	297	297	30		24,864,075	17,915	24,676
Mar-25	311	311	31		26,988,860	19,532	26,462
Apr-25	359	359	32		28,733,049	22,469	28,258
May-25	429	429	44		35,313,148	28,167	34,712
Jun-25	425	425	71		37,089,784	30,190	36,464
	4,859	4,859	503		411,751,168	312,820	392,177

FY 2024 FORECAST					LANDED		AVAILABLE
MONTH	LANDINGS	APRON	RON		WEIGHT	ENPLANEMENTS	SEATS
Jul-23	393	393	94		33,700,928	25,556	32,808
Aug-23	391	391	95		33,682,850	24,509	32,490
Sep-23	362	362	93		30,755,451	23,874	30,478
Oct-23	400	400	93		31,084,285	24,997	35,094
Nov-23	343	343	66		27,961,215	22,268	27,783
Dec-23	325	325	89		25,507,401	20,599	26,410
Jan-24	305	305	88		25,278,995	17,401	25,208
Feb-24	302	302	82		25,130,967	17,582	24,669
Mar-24	310	310	67		27,058,008	21,532	27,031
Apr-24	351	351	47		30,149,054	22,682	28,471
May-24	382	382	48		32,671,207	25,049	32,132
Jun-24	392	382	47		33,931,965	24,806	33,017
	4,256	4,246	909		356,912,326	270,855	355,591

Based on information provided by the District's fuel service provider, commercial air carriers are budgeted to purchase about 2.8M gallons of Jet A during FY25. For FY25 the Airport has increased the air carrier fuel flowage fee from **\$0.06** to **\$0.07** per gallon.

General Aviation:

OPERATING REVENUE - GENERAL AVIATION					
REVENUE TYPE	FY 2025 BUDGET	FY 2024 BUDGET	INC/DEC TO FY 2024 BUDGET		FY 2024 FORECAST
			\$	%	
GA LANDING FEES	\$ 431,218	\$ 455,175	\$ (23,957)	-5.3%	475,861
Special Events - Aircraft Parking Fees	33,500	41,000	(7,500)		51,800
Special Events - Car Auction Parking Fees	13,500	13,500	-		7,700
	\$ 478,218	\$ 509,675	\$ (31,457)	-6.2%	\$ 535,361

Based on guidance from our FBO operators, FY25 General Aviation landing fees are forecasted to decrease 5.3% from the FY24 Budget levels. For FY25 the Airport has increased the General Aviation landing fees from **\$2.55** to **\$2.70** per 1000 MGLW.

Special Event fees are comprised of Aircraft Parking Fees of \$33.5K, at the Rate of **\$100/Day** and a Car Auction Parking Fee of \$13.5K, at the Rate of **\$100/car sold** at auction on the Airport property.

Terminal Area:

OPERATING REVENUE - TERMINAL LEASES & CONCESSIONS						
REVENUE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	INC/DEC TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
SPACE RENTS	\$ 2,444,847	37%	\$ 2,051,587	\$ 393,260	19.2%	\$ 2,068,939
RENTAL CAR	1,905,485	29%	1,919,575	(14,090)	-0.7%	1,928,504
PARKING	1,610,423	25%	1,342,188	268,235	20.0%	1,473,502
CONCESSIONS	312,285	5%	293,232	19,053	6.5%	303,419
TCP PERMITS	8,092	0%	5,460	2,632	48.2%	8,994
TAXI PERMITS/FEEES	31,930	0%	42,506	(10,576)	-24.9%	36,642
TNC PERMITS/FEEES	233,013	4%	190,311	42,702	22.4%	221,334
PEER-TO-PEER RENTALS	26,191	0%	10,546	15,645		22,037
TOTALS	\$ 6,572,267		\$ 5,855,405	\$ 716,862	12.2%	\$ 6,063,371

Terminal Area space rents for FY25 are comprised of: Commercial Aviation leases (\$1,871.5K), TSA lease of \$137.7K and Rental Car related leases of \$435.8K (\$207.9K for counter and office space, \$88.8K for the QTA and \$139.1K for Ready Park and Tower Storage Parking). In the FY25 Budget, new Rates and Charges will be implemented effective 7/1/2024; Terminal Space rent has been increased from **\$5.55/sq.ft./month** to **\$7.00/sq.ft./month**. The rent for the QTA, the Ready Park and Tower Storage Parking for the Rental Car companies have not been increased in FY25.

Rental Car concessions (with a 10% commission) are budgeted to be materially the same as the FY24 Budget under the assumption that FY24's performance will continue into FY25.

Parking Concession revenue is budgeted to increase \$268.2K/20% over the FY24 Budget due primarily to the increase in Rates & Charges; Long Term Parking has been increased from **\$16.00** per day after 3 hours to **\$18.00** per day after 3 hours effective October 1, 2024, Short Term Parking remains at **\$28.00** per day and Premium Parking has been increased from **\$28.00** per day to **\$30.00** per day.

Terminal Concessions include Woody's Restaurant, Woody's Cockpit Café-Bar-Lounge, Gifts and More, Lamar Advertising and Certified Folder Display. In FY25, Terminal Concessions are budgeted to increase by \$19.1K/6.5% over the FY24 Budget, primarily due to increased sales at Woody's Restaurant.

TCP, Taxi, TNC and Peer-to-Peer (Transportation Concessions) are budgeted to increase \$50.4K from the FY24 Budget primarily due to higher TNC activity.

Heavy General Aviation:

OPERATING REVENUE - HEAVY GENERAL AVIATION/FBOs						
REVENUE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	INC/DEC TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
FBO RENTS	\$ 673,732	56%	\$ 665,100	\$ 8,632	1.3%	\$ 691,256
FUEL FLOWAGE FEES	530,321	44%	505,247	25,074	5.0%	551,491
TOTALS	\$ 1,204,053		\$ 1,170,347	\$ 33,706	2.9%	\$ 1,242,747

Combined FY25 Heavy General Aviation FBO rents and fuel flowage fees are budgeted to increase \$33.7K/2.9% from the FY24 Budget. The FBO Rents have been increased based on the April 2024 CPI Index. Based on guidance from our FBO Operators, fuel flowage fees are budgeted to increase by 5.0%.

Rates and Charges for FY25 for Fuel Flowage Charges have not been increased from **\$0.16** per gallon for Jet A and **\$0.13** per gallon for 100 LL.

Light Aviation & Other Aviation Tenants:

OPERATING REVENUE - LIGHT GENERAL AVIATION & OTHER AVIATION TENANTS						
REVENUE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	INC/DEC TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
FACILITY/SPACE RENTS	\$ 196,999	38%	\$ 182,856	14,143	7.7%	\$ 188,011
T-HANGARS & TIE-DOWN RENTS	101,820	19%	143,340	(41,520)	-29.0%	144,505
CORPORATE HANGAR	120,000	23%	100,000	20,000	20.0%	-
BOX HANGARS	105,144	20%	73,440	31,704	43.2%	60,420
TOTALS	\$ 523,963		\$ 499,636	\$ 24,327	4.9%	\$ 392,936

Light General Aviation revenue includes Northside buildings, ground leases, hangar rents and tiedown fees. Light general aviation revenues are budgeted to increase by \$24.3K/4.9% over the FY24 Budget.

Facility/Space rents have been increased in the FY25 Budget by the CPI increase of 3.8%.

T-Hangars & Tie-Downs rates & charges have not been increased in FY25.

Rates and Charges for FY25 for the 24 Northeast Box Hangars have been budgeted at **\$450.00 per month** per Hangar, increasing to **\$511.00** per month effective January 1, 2025 and **\$1.00 per sq.ft. per month** for the 10,000 sq.ft. Corporate Hangar.

Non-Aviation Tenants:

OPERATING REVENUE - NON-AVIATION TENANTS						
REVENUE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	INC/DEC TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
FACILITY/SPACE RENTS	\$ 1,264,041	52%	\$ 1,083,348	\$ 180,693	16.7%	\$ 1,083,228
OFFICE RENTAL SPACE	531,567	22%	443,935	87,632	19.7%	454,720
SELF-STORAGE CONCESSION	427,335	17%	407,277	20,058	4.9%	415,538
RV STORAGE	215,190	9%	217,500	(2,310)	-1.1%	206,779
OUTSIDE STORAGE	-	0%	34,668	(34,668)	-100.0%	24,857
OTHER	6,000	0%	6,000	-	0.0%	7,741
TOTALS	\$ 2,444,132		\$ 2,192,728	\$ 251,404	11.5%	\$ 2,192,862

Non-Aviation revenue consists of Northside commercial space rents, 2801 Monterey/Salinas Highway property rents, the Monterey Hi-Way Self-Storage concession, RV Storage, outside storage and Tarp’s ground lease revenues.

Facility/Space rents have been increased by the CPI of 3.8%.

Office Rental space at 2801 MSH is budgeted to increase \$87.6K from the FY24 Budget due to leasing of the former Holk space as well as leasing Suite F in building C.

Self-Storage concession revenue from Monterey Hi-Way self-storage is budgeted to be materially the same as the FY24 Budget under the assumption that FY24’s performance will continue into FY25.

Rates and Charges for FY25 for the RV Storage spaces have not been increased, per month, from **\$125** for the 30 ft. spaces, **\$150** for the 45 ft. spaces and **\$175** for the 60 ft. spaces. Rates and Charges for the Del Rey Oaks RV Storage spaces have not been increased from **\$125** per month.

Other Operating Revenues:

OPERATING REVENUE - OTHER OPERATING REVENUE						
REVENUE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	INC/DEC TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
CHARGE-BACKS, FEES & OTHER	<u>\$ 514,719</u>		<u>\$ 423,589</u>	<u>\$ 91,130</u>	21.5%	<u>\$ 495,887</u>

Other Operating Revenue consists of Property Tax income, Tenant Utilities Chargebacks, Late Fees and Interest, Building Permits and License Fees, Tenant and Employee Parking and Miscellaneous Other Operating revenues. These revenues are budgeted to increase by \$91.1K from the FY24 Budget, due primarily to higher utility cost recovery.

OPERATING EXPENSES:

ALL DEPARTMENTS							
EXPENSE TYPE	FY 2025 BUDGET		FY 2024 BUDGET		Increase (Decrease) TO FY 2024 BUDGET		FY 2024 FORECAST
					\$	%	
WAGES & BENEFITS	\$ 4,588,563	40.6%	\$ 3,981,432		\$ 607,131	15.2%	\$ 3,593,522
SERVICE CONTRACTS	3,370,837	29.8%	3,120,945		249,892	8.0%	3,038,268
MANAGER-CONTROLLED OpEx	3,350,428	29.6%	2,834,996		515,432	18.2%	3,011,507
TOTALS	\$ 11,309,827	100%	\$ 9,937,373		\$ 1,372,454	13.8%	\$ 9,643,298

Headcount, Salaries, Payroll Taxes and Benefits

In FY25 the Airport budget reflects a headcount of **29** full-time employees.

DEPARTMENT	FISCAL YEAR 2025*			FISCAL YEAR 2024**		
	F/T	P/T	TOTAL	F/T	P/T	TOTAL
Finance & Admin	6	0	6	7	0	7
Planning & Mkt	5	0	5	4	0	4
Maintenance	13	0	13	13	0	13
Operations	5	0	5	5	0	5
TOTALS	29	0	29	29	0	29

*FY 25 Budget headcount reflects an interdepartmental position reporting transfer.
 **FY 24 Budget headcount of 30 was reduced to 29 with Resolution 1859 which eliminated the Financial Accountant position.

Payroll, payroll taxes, worker’s compensation insurance and benefits (PTWB) related costs will comprise 40.6% of the Airport’s total FY25 operating expenses, Service Contracts for Fire, Police and District Legal Counsel will comprise 29.8% of the Airport’s total FY25 operating expenses, with 29.6% comprised of Manager-Controlled Operating Expenses. The FY25 PTWB includes a mandatory actuarially determined CalPERS UAL payment which has increased \$442.9K from the FY24 Budget. The Airport experienced an increase in its workers’ compensation insurance modification rate from 71% in FY24 to 132% for FY25; the FY25 Fiscal impact is approximately \$112.4K.

CalPERS Retirement Contributions

In FY25 all District staff will participate in either the Miscellaneous PEPRA or the Classic retirement plan (if employed prior to January 1, 2013). The table below summarizes employer and employee contribution rate changes for the Classic and PEPRA retirement plans.

In FY25, the Employer contribution rates for Miscellaneous-PEPRA employees increased 2.5% and Miscellaneous-Classic employees increased 0.4%.

FISCAL YEAR 2025		
	Miscellaneous - PEPRA	Miscellaneous - CLASSIC
Benefit Factor	2% at 62	2% at 55
Final Compensation Period	3 Yr. Final Comp	1 Yr. Final Comp
Employer Rate	7.870%	12.520%
Employee Rate	7.750%	7.000%
# of Active Participants	22	7

FISCAL YEAR 2024		
	Miscellaneous - PEPRA	Miscellaneous - CLASSIC
Benefit Factor	2% at 62	2% at 55
Final Compensation Period	3 Yr. Final Comp	1 Yr. Final Comp
Employer Rate	7.680%	12.470%
Employee Rate	7.750%	7.000%
# of Active Participants	23	7

CalPERS Unfunded Account Liability (UAL) and GASB 68

The District's share of the Pension Liability is actuarially determined by CalPERS, which issues an annual GASB 68 Report.

GASB 68 requires the recognition of unfunded accrued pension liability. There is no provision in this operating budget to adjust the GASB Statement No. 68 balance sheet liability.

In FY25 the Airport will contribute **\$912.2K** for the net pension liability/UAL. We will take advantage of the 3.4% Interest savings by prepaying the annual UAL in July of 2024.

CaIPERS EMPLOYER PAYMENT OF UNFUNDED LIABILITY/NET PENSION LIABILITY				
EMPLOYEE PLAN	FY 2025	FY 2024	CHG - \$	CHG - %
Miscellaneous - Classic	\$ 188,492	\$ 147,695	\$ 40,797	22%
Miscellaneous - PEPRA	6,049	-	6,049	
Safety Police - Classic	260,601	116,620	143,981	55%
Safety Police - PEPRA	4,719	3,213	1,506	32%
Safety Fire - Classic	452,310	201,777	250,533	55%
Total Required Contributions	\$ 912,171	\$ 469,305	\$ 442,866	49%

GASB 75 Other Post Retirement Benefits (OPEB)

OPEB benefits are paid to retired employees who elect to receive health benefits through CalPERS. There are two general classes of OPEB retirees: police officers and all other employees. Police officers who retire and elect CalPERS health benefits receive a monthly payment to cover health benefits. The amount paid to each retired police officer is different and is calculated based on a formula outlined in the Police Officers Association Memorandum of Understanding. The FY25 Budget includes the OPEB for **5** former Police Officers and **10** other employees.

All other retired employees electing CalPERS healthcare coverage receive the Public Employees' Medical and Hospital Care Act (PEMHCA) mandatory minimum payment. For CY25 the minimum payment is budgeted to be \$160 per month per participant.

MacLeod Watt, Inc. has updated and recalculated the June 30, 2024 total actuarial OPEB liability for the Airport as follows:

Items	For Reporting At Fiscal Year Ending June 30, 2024	Items	For Reporting At Fiscal Year Ending June 30, 2023
Total OPEB Liability	\$ 1,386,786	Total OPEB Liability	\$ 1,560,497
Fiduciary Net Position	-	Fiduciary Net Position	-
Net OPEB Liability	\$ 1,386,786	Net OPEB Liability	\$ 1,560,497
<i>Adjustment for Deferred Resources:</i>		<i>Adjustment for Deferred Resources:</i>	
Deferred (Outflows)	(244,433)	Deferred (Outflows)	(315,895)
Deferred Inflows	805,752	Deferred Inflows	901,675
Impact on Statement of Net Position	\$ 1,948,105	Impact on Statement of Net Position	\$ 2,146,277
OPEB Expense, FYE 6/30/2024	\$ (137,771)	OPEB Expense, FYE 6/30/2023	\$ (143,098)

The June 30, 2025 actuarial OPEB liability for the District will be updated annually and recorded as an adjustment to the District's Net Position. The Airport will not be funding the OPEB liability but will be using the "Pay as You Go" method and will only pay the required monthly payments to retirees. For FY25 the direct OPEB retiree cash payments will be approximately **\$32,912**.

Health Benefits

The District contracts with CalPERS for health insurance coverage. The CY24 rates will remain for 6 months in FY25; the health insurance premiums will change again on January 1, 2025. This budget provides for a 5.0% increase in health insurance premiums. Depending upon the benefit plan, Airport employees will continue to pay 7%, 15% or 20% of their health insurance premium. CalPERS will publish CY25 health insurance rates in July 2024.

District provided dental, employee vision and life insurance has been consolidated under one provider (MetLife). For FY25 dental, employee vision and life insurance premiums have been projected to increase by 5%.

Contract Services

Police

In FY25 law enforcement services will continue to be provided by the City of Del Rey Oaks (DRO) under the automatic renewal provisions of the five (5) year contract which expired on June 23, 2023. The latest estimate of **\$1,342,230** from the City of Del Rey Oaks for the FY25 Police Contract was received on May 7, 2024; this is a 1.3% increase over the FY24 Budget of \$1,324,385.

Fire Protection

Beginning on October 1, 2023, ARFF service, as well as structural fire protection and facilities inspection, was provided by the City of Monterey under a new contract. The contract provides for an increase in the annual cost of services from **\$1,787,573** to **\$1,876,952** effective October 1, 2024.

District Counsel

In FY25 the contract with Cole, Huber for District Counsel services was extended, providing for a monthly retainer of **\$14,500** per month.

General Department Information

Where applicable, a “user pays” methodology drives the formulation of operating expenses. This methodology dictates that each operating department budget is charged for all expenses incurred by that department. Exceptions to this method are vehicle maintenance, depreciation, entity insurance, technology infrastructure and utilities expense. These “exceptions” are recognized in specific departments or categories in the managing department.

Because the District is a Part 139 Airport, there is a baseline level of service that is fixed. The level of service will not increase in FY25.

Finance & Administration Department

Finance and Administration (F&A) department provides Airport management, customer service to tenants, general administration, accounting, marketing, air service development, public relations, property leasing and human resources services. The Executive Director and Controller are included in this department.

In FY25 Budget, the F&A department staff will have a total of (7) seven full-time positions.

FINANCE & ADMINISTRATION						
EXPENSE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	Increase (Decrease) TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
WAGES & BENEFITS	\$ 1,102,121	43%	\$ 1,186,130	\$ (84,009)	-7.1%	\$ 1,018,780
MANAGER-CONTROLLED OpEx	1,485,162	57%	1,290,990	194,172	15.0%	1,488,631
TOTALS	\$ 2,587,283	100%	\$ 2,477,120	\$ 110,163	4.4%	\$ 2,507,411

FY25 F&A expenses are budgeted to increase by \$110.2K over the FY24 Budget.

FY25 F&A Wages & Benefits – The 7.1% decrease is primarily due to one position budgeted in this department in FY 24 which will report to the Planning & Marketing department in FY 25.

FY25 F&A Manager Controlled Operating Expenses(OpEx) - The \$194.2K increase in manager-controlled expenses over the FY24 Budget is primarily due to 1) Higher recruitment expenses (\$75.0K), 2) Higher Property Liability Insurance expense (\$72.1K), 3) Higher Utility costs (\$99.5K), partially offset by 4) Lower Human Resources expenses (\$47.0K).

Planning & Marketing Department

In FY25 the Planning & Marketing Department (P&M) is staffed by (5) five full-time positions, including the Deputy Executive Director Planning and Marketing. P&M is responsible for engineering, environmental monitoring, property management, project and grant management and information technology, as well as overseeing the overall Marketing effort for the Airport.

Information Technology (IT) expense for the overall operation and maintenance of the District's local area network (LAN), the LAN's associated software and licenses, as well as the LAN's internet connectivity are budgeted, monitored, and managed by the P&M Department.

PLANNING & MARKETING						
EXPENSE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	Increase (Decrease) TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
WAGES & BENEFITS	\$ 864,651	62%	\$ 695,000	\$ 169,651	24.4%	\$ 643,859
MANAGER-CONTROLLED OpEx	531,245	38%	479,525	51,720	10.8%	442,335
TOTALS	\$ 1,395,896	100%	\$ 1,174,525	\$ 221,371	18.8%	\$ 1,086,194

In FY25 P&M department expenses are budgeted to increase by \$221.4K over the FY24 Budget. The increase includes \$169.7 of wages & benefits and \$51.7K of manager-controlled operating expenses.

FY25 P&M Wages & Benefits - The 24.4% increase is primarily due to one position budgeted in the Finance department in FY 24 which will report to the Planning & Marketing department in FY 25.

FY25 P&M Manager-Controlled OpEx - The \$51.7K increase in manager-controlled expenses over the FY24 Budget is due primarily to: [1] Higher Media Buy/Advertising to support new Airline routes (\$30K), and 2) Higher Social Media Marketing (\$18K).

Facility Maintenance and Custodial Services Department

In FY25, the Facility Maintenance and Custodial Services department (Maintenance) staff will have a total of (13) thirteen full-time positions. There will be six maintenance positions, five custodian positions and two department lead workers.

Maintenance is responsible for general maintenance of the terminal, airfield and other Airport owned structures (including hangars, leased buildings, etc.), Airport operating areas, roads, parking lots, lighting, and vehicles. Custodial staff maintains the common areas and offices in the terminal.

MAINTENANCE & CUSTODIAL SERVICES							
EXPENSE TYPE	FY 2025 BUDGET		FY 2024 BUDGET		Increase (Decrease) TO FY 2024 BUDGET		FY 2024 FORECAST
	\$	%	\$	%	\$	%	
WAGES & BENEFITS	\$ 1,229,397	65%	\$ 1,129,685		\$ 99,712	8.8%	\$ 1,076,488
MANAGER-CONTROLLED OpEx	648,000	35%	635,341		12,659	2.0%	588,384
TOTALS	\$ 1,877,397	100%	\$ 1,765,026		\$ 112,371	6.4%	\$ 1,664,872

The FY25 Maintenance Department expenses are budgeted to decrease by \$112.4K compared to the FY24 Budget. The increase includes \$99.7K of higher wages & benefits.

FY25 Maintenance Wages & Benefits - The 8.8% increase is primarily due to budgeted increases in salaries and higher minimum salary ranges.

FY25 Maintenance Manager Controlled OpEx – There is no material change in Manager-Controlled expenses for FY25 as compared to the FY24 Budget.

Airport Operations Department

In FY25, the Operations Department (OPS) staff will have a total of (5) five full-time positions, including the Deputy Executive Director – OPS and Maintenance.

The OPS Department is responsible for the badging of staff and tenant employees who operate at the airport, airfield operations area inspections, communications with FAA, posting safety notices, airport and tenant CCTV security system maintenance and repair, annual software

expenses for the operations area gate System (OAG), flight information display system (FIDS), and the annual taxi beacon and Gatekeeper software systems for tracking taxi drop-off/pick-up fees.

AIRPORT OPERATIONS						
EXPENSE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	Increase (Decrease) TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
WAGES & BENEFITS	\$ 728,011	81%	\$ 701,219	\$ 26,792	3.8%	\$ 610,114
MANAGER-CONTROLLED OpEx	166,240	19%	153,410	12,830	8.4%	161,140
TOTALS	\$ 894,251	100%	\$ 854,629	\$ 39,622	4.6%	\$ 771,253

FY 25 OPS Department total expenses are budgeted \$39.6K over the FY24 Budget. The increase includes \$26.8K of wages & benefits and \$12.8K of manager-controlled operating expenses.

FY25 OPS Wages & Benefits - The 3.8% increase is primarily due to budgeted increases in salaries and higher minimum salary ranges.

FY25 OPS Manager-Controlled OpEx - The \$12.8K increase in manager-controlled expenses over the FY24 Budget is due primarily to: [1] Higher District Vehicle R&M (\$6.2K) and 2) Higher Terminal Maintenance (\$4.5K).

Airport Police Department

In FY25 the City of Del Rey Oaks' Police Department will continue to provide law enforcement service under the direction of the Deputy Executive Director Operations & Maintenance. The latest estimate of \$1,342,230 from the City of Del Rey Oaks for the FY25 Police Contract was received on May 7, 2024.

AIRPORT POLICE						
EXPENSE TYPE	FY 2025 BUDGET		FY 2024 BUDGET	Increase (Decrease) TO FY 2024 BUDGET		FY 2024 FORECAST
				\$	%	
RETIREMENT BENEFITS	\$ 171,994	11%	\$ 26,507	\$ 145,487	548.9%	\$ 18,695
POLICE CONTRACT	1,342,230	87%	1,324,385	17,845	1.3%	1,214,752
MANAGER-CONTROLLED OpEx	34,200	2%	34,200	-	0.0%	12,381
TOTALS	\$ 1,548,424	100%	\$ 1,385,092	\$ 163,332	11.8%	\$ 1,245,829

In FY25 Police Department expenses will increase \$163.3K from the FY24 Budget, reflecting a \$17.8K increase in the Police Contract and increased actuarially determined retirement benefit costs of \$145.5K.

Aircraft Rescue and Firefighting (ARFF) Services

Beginning on October 1, 2023, ARFF service, as well as structural fire protection and facilities inspection, was provided by the City of Monterey under a new contract. The contract provides for an increase in the annual cost of services from \$1,787,573 to \$1,876,952 effective October 1, 2024.

ARFF & FIRE SERVICES							
EXPENSE TYPE	FY 2025 BUDGET		FY 2024 BUDGET		Increase (Decrease) TO FY 2024 BUDGET		FY 2024 FORECAST
					\$	%	
RETIREMENT BENEFITS	\$ 461,730	19%	\$ 212,649		\$ 249,081	117.1%	\$ 194,565
FIRE FIGHTING CONTRACT	1,854,607	75%	1,676,860		177,747	10.6%	1,676,860
MANAGER-CONTROLLED OpEx	141,311	6%	64,480		76,831	119.2%	56,329
TOTALS	\$ 2,457,648	100%	\$ 1,953,989		\$ 503,659	25.8%	\$ 1,927,754

FY25 ARFF Retirement Benefits – The \$249.1K increase from the FY24 Budget is due to increased actuarially determined payments to CalPERS to fund the UAL retirement benefits.

FY25 Fire Fighting Contract budgeted expense will increase \$177.7K over the FY24 Budget, as a function of the cost increases established in the new Contract.

FY25 ARFF Manager-Controlled OpEx – The \$76.8K increase in manager-controlled operating expenses from the FY24 Budget is due primarily to: [1] Higher District Vehicle Maintenance (\$50K) and higher general building Repair & Maintenance (\$20.4K).

Board of Directors

The FY25 Board of Directors budget reflects an increase of \$221.9K/113.8% from the FY24 Budget.

BOARD OF DIRECTORS							
EXPENSE TYPE	FY 2025 BUDGET		FY 2024 BUDGET		Increase (Decrease) TO FY 2024 BUDGET		FY 2024 FORECAST
					\$	%	
WAGES & BENEFITS	\$ 30,659	7%	\$ 30,242		\$ 417	1.4%	\$ 31,022
DISTRICT LEGAL CONTRACT	174,000	42%	119,700		54,300	45.4%	146,656
MANAGER-CONTROLLED OpEx	212,245	51%	45,025		167,220	371.4%	47,543
TOTALS	\$ 416,904	100%	\$ 194,967		\$ 221,937	113.8%	\$ 225,221

FY25 BOD Wages & Benefits – There is no material change in the FY25 Budget stipend compared to FY24 Budget.

FY25 BOD District Legal Contract – The FY25 Budget increase reflects the increase in the District Legal Contract.

FY25 BOD Manager-Controlled OpEx - The \$167.2K increase in manager-controlled expenses from the FY24 Budget is due primarily to Board Member Election expense (\$150K) not budgeted for in FY24 and \$18K for the annual Strategic Business Workshop.

Office Rental Space

This represents the operating costs for the District-owned two office buildings and parking lots located at 2801 Monterey/Salinas Highway.

OFFICE RENTAL SPACE						
EXPENSE TYPE	FY 2025 BUDGET	FY 2024 BUDGET	Increase (Decrease) TO FY 2024 BUDGET		FY 2024 FORECAST	
			\$	%		
MANAGER-CONTROLLED OpEx	132,025	132,025	0	0.0%	214,764	
TOTALS	\$ 132,025	\$ 132,025	\$ 0	0.0%	\$ 214,764	

FY25 Office Rental Space Manager-Controlled OpEx – There is no material change in the FY25 Budget compared to FY24 Budget.

	FY 25 Budget	FY 24 Budget	\$ VARIANCE	% VARIANCE
OPERATING REVENUE				
COMMERCIAL AVIATION	\$ 1,989,507	\$ 1,443,656	\$ 545,851	37.8%
GENERAL AVIATION	478,218	509,675	(31,457)	-6.2%
TERMINAL LEASES & CONCESSIONS				
Rents	2,444,847	2,051,587	393,260	19.2%
Concessions	312,285	293,232	19,053	6.5%
TNC / TCP & Taxi Permits & Trip Fees	299,226	248,823	50,403	20.3%
Rental Car Concession	1,905,485	1,919,575	(14,090)	-0.7%
Parking Concession	1,610,423	1,342,188	268,235	20.0%
HEAVY GENERAL AVIATION				
FBO Rent	673,732	665,100	8,632	1.3%
Fuel Flowage Fees	530,321	505,247	25,074	5.0%
LIGHT GENERAL AVIATION & OTHER AVIATION TENANTS				
	523,963	499,636	24,327	4.9%
NON-AVIATION RENTS				
	2,444,132	2,192,728	251,404	11.5%
OTHER OPERATING REVENUE				
	514,719	423,589	91,130	21.5%
TOTAL OPERATING REVENUE:	<u>13,726,859</u>	<u>12,095,036</u>	<u>1,631,823</u>	<u>13.5%</u>
OPERATING EXPENSE				
Finance & Administration	2,587,283	2,477,119	110,164	4.4%
Planning & Marketing	1,395,896	1,174,525	221,371	18.8%
Maintenance & Custodial Services	1,877,397	1,765,025	112,372	6.4%
Airport Operations	894,251	854,629	39,622	4.6%
Police Department	1,548,424	1,385,092	163,332	11.8%
Fire Department	2,457,648	1,953,989	503,659	25.8%
Board of Directors	416,904	194,967	221,937	113.8%
Office Rental Space	132,025	132,025	0	100.0%
TOTAL OPERATING EXPENSE:	<u>11,309,827</u>	<u>9,937,371</u>	<u>1,372,456</u>	<u>13.8%</u>
OPERATING INCOME	<u>2,417,032</u>	<u>2,157,665</u>	<u>259,367</u>	<u>12.0%</u>
PLUS: INTEREST INCOME	499,813	462,339	37,474	8.1%
LESS: INTEREST EXPENSE	201,264	210,288	(9,024)	-4.3%
TOTAL INCOME	<u>2,715,581</u>	<u>2,409,716</u>	<u>305,865</u>	<u>12.7%</u>
OTHER REVENUE / (EXPENSE)	<u>34,095,392</u>	<u>29,433,864</u>	<u>4,661,528</u>	<u>15.8%</u>
CHANGE IN NET POSITION	<u>\$ 36,810,972</u>	<u>\$ 31,843,580</u>	<u>\$ 4,967,392</u>	<u>15.6%</u>

Monterey Peninsula Airport District
 CONSOLIDATED OpEx BUDGET FY 2025

SCH. 03.4

		FY 2025 BUDGET	FY 2024 BUDGET	Inc (Dec) for FY 2025
Expenses				
Finance & Administration				
410100-100	Salaries & Wages	\$ 775,805	\$ 849,305	\$ (73,500)
410200-100	Employer SSI	\$ 43,997	\$ 46,475	\$ (2,478)
410200-200	Employer MC	\$ 11,279	\$ 12,364	\$ (1,085)
410200-400	Workers' Compensation Insurance	\$ 22,296	\$ 16,834	\$ 5,462
410200-500	ADP Processing	\$ 2,547	\$ 2,729	\$ (182)
410300-100	CalPERS Retirement	\$ 57,610	\$ 65,598	\$ (7,988)
410300-110	CalPERS UAL	\$ 28,842.04	\$ 16,748.00	\$ 12,094
410300-200	CalPERS Health Insurance	\$ 134,711	\$ 139,436	\$ (4,725)
410300-300	Flexible Spending Account (FSA)	\$ 7,200	\$ 9,600	\$ (2,400)
410300-400	Dental Insurance	\$ 7,819	\$ 12,295	\$ (4,476)
410300-500	Vision Insurance	\$ 1,575	\$ 2,670	\$ (1,095)
410300-600	Life & AD&D Insurance	\$ 903	\$ 4,827	\$ (3,924)
410300-700	Retiree Health Insurance	\$ 7,536	\$ 7,248	\$ 288
<i>Total Wages & Benefits</i>		\$ 1,102,121	\$ 1,186,129	\$ (84,008)
410400-100	Personnel Recruitment & Pre-Employment Expe	\$ 75,670	\$ 13,340	\$ 62,330
410400-200	Temporary Personnel	\$ 43,648.55	\$ -	\$ 43,649
410400-300	Dues & Subscriptions	\$ 26,750	\$ 26,377	\$ 373
410400-400	Seminars & Conferences	\$ 1,250	\$ 1,250	\$ -
410400-500	Professional Development & Education	\$ 650	\$ 650	\$ -
410400-600	Business Travel & Entertainment	\$ 9,000	\$ 9,000	\$ -
412000-100	Public Notices	\$ 50	\$ 50	\$ -
412000-200	LAFCO Expense	\$ 15,000	\$ 15,000	\$ -
412000-300	Umbrella Liability Insurance Expense	\$ 337,764	\$ 265,624	\$ 72,140
412000-400	Administrative Meetings / Employee Relations	\$ 7,100	\$ 7,100	\$ -
412000-500	Telephone	\$ 10,993	\$ 82,979	\$ (71,986)
412000-550	Telecommunications	\$ 1,212	\$ 1,200	\$ 12
412000-600	Postage & Courier Services	\$ 2,000	\$ 1,580	\$ 420
412000-700	Bank Fees & Finance Charges	\$ 17,400	\$ 17,400	\$ -
413000-200	General Supplies & Materials	\$ 933	\$ 1,500	\$ (567)
413000-400	Office Supplies & Materials	\$ 11,790	\$ 15,560	\$ (3,770)
414000-500	Office Equipment Repair & Maintenance	\$ 10,208	\$ 9,276	\$ 932
415000-300	Other / Contract Services	\$ 35,334	\$ 31,735	\$ 3,599
416000-100	Art Program	\$ 14,400.00	\$ 14,400	\$ -
416000-200	Annual Audit / Accounting	\$ 58,610	\$ 44,500	\$ 14,110
416000-450	Other Legal Services	\$ 20,000	\$ 20,000	\$ -
416000-500	Computer / LAN & IT	\$ 5,270	\$ 5,400	\$ (130)
416000-600	Administration & Finance	\$ 17,844	\$ 17,256	\$ 588
416000-800	Human Resources	\$ 34,000	\$ 81,000	\$ (47,000)
416000-999	Other Professional Services	\$ 6,400	\$ 6,400	\$ -
417000-200	SCASDP Grant Match	\$ 150,000	\$ 150,000	\$ -
417000-400	Air Service Development	\$ 78,800	\$ 58,800	\$ 20,000
418000-200	Utilities - Electricity	\$ 87,455	\$ 50,000	\$ 37,455
418000-300	Utilities - Natural Gas	\$ 77,437	\$ 65,000	\$ 12,437
418000-400	Utilities - Water	\$ 254,341	\$ 206,747	\$ 47,594
418000-500	Utilities - Sewage / Waste Water	\$ 6,053	\$ 50,066	\$ (44,013)
418000-600	Utilities - Solid Waste Disposal	\$ 19,882	\$ 20,200	\$ (318)
419000-600	Property Tax & Assessments	\$ 47,919	\$ 1,600	\$ 46,319
<i>Total Manager-Controlled Expenses</i>		\$ 1,485,162	\$ 1,290,990	\$ 194,172
Total Finance & Administration:		\$ 2,587,283	\$ 2,477,119	\$ 110,164

Monterey Peninsula Airport District
 CONSOLIDATED OpEx BUDGET FY 2025

SCH. 03.4

		FY 2025 BUDGET	FY 2024 BUDGET	Inc (Dec) for FY 2025
Planning & Marketing				
420100-100	Salaries & Wages	\$ 538,240	\$ 435,772	\$ 102,468
420100-105	Salary & Wage Reimbursement	\$ (12,000)	\$ (12,000)	\$ -
420200-100	Employer SSI	\$ 32,233	\$ 24,983	\$ 7,250
420200-200	Employer MC	\$ 7,835	\$ 6,331	\$ 1,504
420200-400	Workers' Compensation Insurance	\$ 40,999	\$ 17,821	\$ 23,178
420200-500	ADP Processing	\$ 2,123	\$ 1,365	\$ 758
420300-100	CalPERS Retirement	\$ 59,204	\$ 46,461	\$ 12,743
420300-110	CalPERS UAL	\$ 107,610	\$ 84,406	\$ 23,204
420300-200	CalPERS Health Insurance	\$ 74,202	\$ 77,540	\$ (3,338)
420300-300	Flexible Spending Account (FSA)	\$ 6,000	\$ 4,800	\$ 1,200
420300-400	Dental Insurance	\$ 6,837	\$ 4,282	\$ 2,555
420300-500	Vision Insurance	\$ 960	\$ 552	\$ 408
420300-600	Life & AD&D Insurance	\$ 407	\$ 2,688	\$ (2,281)
	<i>Total Wages & Benefits</i>	\$ 864,651	\$ 695,001	\$ 169,650
420400-300	Dues & Subscriptions	\$ 1,380	\$ 1,380	\$ -
420400-400	Seminars & Conferences	\$ 2,470	\$ 2,470	\$ -
420400-500	Professional Development & Education	\$ 1,895	\$ 1,895	\$ -
420400-600	Business Travel & Entertainment	\$ 7,295	\$ 4,995	\$ 2,300
422000-100	Public Notices	\$ 1,000	\$ 1,000	\$ -
422000-400	Admin/Employee Relations	\$ 300	\$ 300	\$ -
422000-500	Telephone	\$ 1,200	\$ 1,200	\$ -
422000-550	Telecommunications	\$ 2,760	\$ 2,760	\$ -
422000-600	Postage & Courier Services	\$ 790	\$ 790	\$ -
423000-400	Office Supplies & Materials	\$ 2,400	\$ 2,400	\$ -
424000-500	Office Equipment Repair & Maintenance	\$ 4,800	\$ 4,800	\$ -
426000-300	Architect & Engineer	\$ 35,000	\$ 34,000	\$ 1,000
426000-400	District Legal Counsel	\$ 2,600	\$ 2,600	\$ -
426000-500	Computer / LAN & IT	\$ 72,535	\$ 77,135	\$ (4,600)
426000-700	Environmental	\$ 2,000	\$ 2,000	\$ -
427000-100	Marketing	\$ 150,000	\$ 120,000	\$ 30,000
427000-300	Public Relations	\$ 159,000	\$ 154,000	\$ 5,000
427000-500	Social Media - Marketing	\$ 83,820	\$ 65,800	\$ 18,020
	<i>Total Manager-Controlled Expenses</i>	\$ 531,245	\$ 479,525	\$ 51,720
Total Planning & Marketing:		\$ 1,395,896	\$ 1,174,526	\$ 221,370

Maintenance & Custodial Services				
430100-100	Salaries & Wages	\$ 716,104	\$ 656,959	\$ 59,145
430100-200	Pager Pay	\$ 9,630	\$ 9,630	\$ -
430100-300	Overtime (OT) Pay	\$ 11,826	\$ 10,887	\$ 939
430100-400	Holiday Pay	\$ 5,978	\$ 5,374	\$ 604
430200-100	Employer SSI	\$ 46,172	\$ 42,405	\$ 3,767
430200-200	Employer MC	\$ 10,840	\$ 9,963	\$ 877
430200-400	Workers' Compensation Insurance	\$ 65,246	\$ 33,169	\$ 32,077
430200-500	ADP Processing	\$ 5,519	\$ 4,435	\$ 1,084
430300-100	CalPERS Retirement	\$ 67,906.00	\$ 61,749	\$ 6,157
430300-110	CalPERS UAL	\$ 58,089	\$ 46,541	\$ 11,548
430300-200	CalPERS Health Insurance	\$ 198,481	\$ 207,162	\$ (8,681)
430300-300	Flexible Spending Account (FSA)	\$ 15,600	\$ 15,600	\$ -
430300-400	Dental Insurance	\$ 12,649	\$ 17,482	\$ (4,833)
430300-500	Vision Insurance	\$ 2,346	\$ 1,794	\$ 552
430300-600	Life Insurance	\$ 1,108	\$ 4,710	\$ (3,602)

Monterey Peninsula Airport District
 CONSOLIDATED OpEx BUDGET FY 2025

SCH. 03.4

		FY 2025 BUDGET	FY 2024 BUDGET	Inc (Dec) for FY 2025
430300-700	Retiree Health Insurance	\$ 1,902	\$ 1,824	\$ 78
	<i>Total Wages & Benefits</i>	\$ 1,229,397	\$ 1,129,684	99,713
430400-400	Seminars & Conferences	\$ 3,400	\$ 3,400	\$ -
430400-500	Professional Development & Education	\$ 1,200	\$ 1,200	\$ -
430400-600	Business Travel & Entertainment	\$ 2,300	\$ 2,300	\$ -
432000-400	Administrative Meetings / Employee Relations	\$ 500	\$ 500	\$ -
432000-500	Telephone	\$ 2,700	\$ 2,700	\$ -
432000-550	Telecommunications	\$ 6,400	\$ 6,400	\$ -
433000-100	Custodial Supplies & Materials	\$ 58,800	\$ 58,800	\$ -
433000-200	General Supplies & Materials	\$ 5,450	\$ 5,450	\$ -
433000-300	Maintenance Supplies & Materials	\$ 11,200	\$ 9,400	\$ 1,800
433000-400	Office Supplies & Materials	\$ 900	\$ 900	\$ -
433000-500	District Vehicle Supplies & Materials	\$ 3,600	\$ 3,600	\$ -
433000-600	District Vehicle Fuel	\$ 25,200	\$ 28,500	\$ (3,300)
434000-100	Airfield Repair & Maintenance	\$ 135,660	\$ 135,660	\$ -
434000-200	Terminal Repair & Maintenance	\$ 193,614	\$ 189,114	\$ 4,500
434000-300	Rental Space Repair & Maintenance	\$ 22,700	\$ 22,700	\$ -
434000-400	Landscape & Grounds Repair & Maintenance	\$ 32,700	\$ 32,700	\$ -
434000-600	General Repair & Maintenance	\$ 8,100	\$ 8,100	\$ -
434000-700	District Vehicle Repair & Maintenance	\$ 28,925	\$ 22,725	\$ 6,200
435000-300	Other / Contract Services	\$ 104,651	\$ 101,192	\$ 3,459
	<i>Total Manager-Controlled Expenses</i>	\$ 648,000	\$ 635,341	\$ 12,659
Total Maintenance & Custodial Services:		\$ 1,877,397	\$ 1,765,025	\$ 112,372

Airport Operations

440100-100	Salaries & Wages	\$ 541,418	\$ 514,708	\$ 26,710
440200-100	Employer SSI	\$ 33,603	\$ 31,949	\$ 1,654
440200-200	Employer MC	\$ 7,871	\$ 7,487	\$ 384
440200-400	Workers' Compensation Insurance	\$ 42,388	\$ 22,239	\$ 20,149
440200-500	ADP Processing	\$ 2,123	\$ 1,365	\$ 758
440300-100	CalPERS Retirement	\$ 39,760	\$ 39,544	\$ 216
440300-200	CalPERS Health Insurance	\$ 47,097	\$ 67,176	\$ (20,079)
440300-300	Flexible Spending Account (FSA)	\$ 6,000	\$ 6,000	\$ -
440300-400	Dental Insurance	\$ 6,446	\$ 7,086	\$ (640)
440300-500	Vision Insurance	\$ 869	\$ 408	\$ 461
440300-600	Life Insurance	\$ 436	\$ 3,258	\$ (2,822)
	<i>Total Wages & Benefits</i>	\$ 728,011	\$ 701,220	26,791
440400-300	Dues & Subscriptions	\$ 8,900	\$ 8,900	\$ -
440400-400	Seminars & Conferences	\$ 4,150	\$ 4,100	\$ 50
440400-500	Professional Development & Education	\$ 7,300	\$ -	\$ 7,300
440400-600	Business Travel & Entertainment	\$ 2,500	\$ 1,000	\$ 1,500
442000-400	Administrative Meetings / Employee Relations	\$ 750	\$ 750	\$ -
442000-500	Telephone	\$ 1,550	\$ 1,550	\$ -
442000-550	Telecommunications	\$ 3,000	\$ 2,220	\$ 780
442000-600	Postage & Courier Services	\$ 240	\$ 240	\$ -
443000-200	General Supplies & Materials	\$ 1,800	\$ 1,800	\$ -
443000-400	Office Supplies & Materials	\$ 8,000	\$ 5,900	\$ 2,100
443000-500	District Vehicle Supplies & Materials	\$ 700	\$ 700	\$ -
444000-600	General Repairs & Maintenance	\$ 16,000	\$ 18,000	\$ (2,000)
444000-700	District Vehicle Repair & Maintenance	\$ 700	\$ 700	\$ -
445000-300	Other / Contract Services	\$ 18,000	\$ 12,000	\$ 6,000

Monterey Peninsula Airport District
 CONSOLIDATED OpEx BUDGET FY 2025

SCH. 03.4

		FY 2025 BUDGET	FY 2024 BUDGET	Inc (Dec) for FY 2025
446000-500	Computer / LAN & IT	\$ 75,150	\$ 75,550	\$ (400)
446000-700	Environmental	\$ 17,500	\$ 20,000	\$ (2,500)
	<i>Total Manager-Controlled Expenses</i>	\$ 166,240	\$ 153,410	\$ 12,830
Total Airport Operations:		\$ 894,251	\$ 854,630	\$ 39,621
Police Department				
450100-105	Salary Wage Reimbursement - LEO	\$ (116,800)	\$ (116,800)	\$ -
450300-110	CalPERS UAL	\$ 265,320.00	\$ 119,833	\$ 145,487
450300-700	Retiree Health Insurance	\$ 23,474	\$ 23,474	\$ (0)
	<i>Total Wages & Benefits</i>	\$ 171,994	\$ 26,507	\$ 145,487
452000-500	Telephone	\$ 3,000	\$ 3,000	\$ -
452000-550	Telecommunications	\$ 28,800	\$ 28,800	\$ -
456000-500	Computer / LAN & IT	\$ 2,400	\$ 2,400	\$ -
	<i>Total Manager-Controlled Expenses</i>	\$ 34,200	\$ 34,200	\$ 0
455000-100	<i>Police Services Contract</i>	\$ 1,342,230	\$ 1,324,385	\$ 17,845
Total Police Department:		\$ 1,548,424	\$ 1,385,092	\$ 163,332
ARFF / Fire Services				
460300-110	CalPERS UAL	\$ 452,310	\$ 201,777	\$ 250,533
460300-700	Retiree Health Insurance	\$ 9,420	\$ 10,872	\$ (1,452)
	<i>Total Wages & Benefits</i>	\$ 461,730	\$ 212,649	\$ 249,081
462000-500	Telephone	\$ 9,527	\$ 480	\$ 9,047
462000-550	Telecommunications	\$ 483	\$ -	\$ 483
463000-600	District Vehicle Fuel	\$ 2,966	\$ 2,000	\$ 966
464000-600	General Repairs & Maintenance	\$ 20,400	\$ -	\$ 20,400
464000-700	District Vehicle Repair & Maintenance	\$ 100,000	\$ 50,000	\$ 50,000
468000-200	Utilities Electricity	\$ 7,516	\$ 1,200	\$ 6,316
468000-300	Utilities - Natural Gas	\$ -	\$ 5,400	\$ (5,400)
468000-400	Utilities - Water	\$ 420	\$ 5,400	\$ (4,980)
	<i>Total Manager-Controlled Expenses</i>	\$ 141,311	\$ 64,480	\$ 76,831
465000-200	<i>Fire Services Agreement</i>	\$ 1,854,607	\$ 1,676,860	\$ 177,747
Total ARFF / Fire Services:		\$ 2,457,648	\$ 1,953,989	\$ 503,659
Board of Directors				
470100-100	Board Member Compensation	\$ 26,400	\$ 26,400	\$ -
470200-100	Employer SSI	\$ 1,644	\$ 1,644	\$ -
470200-200	Employer MC	\$ 384	\$ 384	\$ -
470200-400	Workers' Compensation Insurance	\$ 108	\$ 108	\$ -
470200-500	ADP Processing	\$ 2,123	\$ 1,706	\$ 417
	<i>Total Wages & Benefits</i>	\$ 30,659	\$ 30,242	\$ 417
470400-300	Dues & Subscriptions	\$ 2,985	\$ 2,985	\$ -
470400-400	Seminars & Conferences	\$ 14,000	\$ 14,000	\$ -
470400-450	Other Meetings / Workshops	\$ 24,000	\$ 6,000	\$ 18,000
470400-600	Business Travel & Entertainment Expense	\$ 18,500	\$ 18,500	\$ -
470400-700	Board Member Election	\$ 150,000.00	\$ -	\$ 150,000
472000-600	Postage & Courier Services	\$ 2,400	\$ 2,400	\$ -
473000-400	Office Supplies & Materials	\$ 360	\$ 360	\$ -
476000-999	Other Professional Services	\$ -	\$ 780	\$ (780)
	<i>Total Manager-Controlled Expenses</i>	\$ 212,245	\$ 45,025	\$ 168,000
476000-400	<i>District Legal Counsel</i>	\$ 174,000	\$ 119,700	\$ 54,300
Total Board of Directors:		\$ 416,904	\$ 194,967	\$ 222,717

Monterey Peninsula Airport District
 CONSOLIDATED OpEx BUDGET FY 2025

SCH. 03.4

		FY 2025 BUDGET	FY 2024 BUDGET	Inc (Dec) for FY 2025
Rental Property				
482000-500	Telephone	\$ 2,100	\$ 2,100	\$ -
484000-300	Rental Space Repair & Maintenance	\$ 25,340	\$ 25,340	\$ -
485000-300	Other / Contract Services	\$ 12,285	\$ 12,285	\$ 0
488000-200	Utilities - Electricity	\$ 18,900	\$ 18,900	\$ -
488000-300	Utilities - Natural Gas	\$ 18,500	\$ 18,500	\$ -
488000-400	Utilities - Water	\$ 19,100	\$ 19,100	\$ -
488000-500	Utilities - Sewage / Waste Water	\$ 6,000	\$ 6,000	\$ -
488000-600	Utilities - Solid Waste Disposal	\$ 4,800	\$ 4,800	\$ -
489000-600	Property Tax & Assessments	\$ 25,000	\$ 25,000	\$ -
	<i>Total Manager-Controlled Expenses</i>	\$ 132,025.36	\$ 132,025.00	0
Total Rental Property:		\$ 132,025.36	\$ 132,025.00	0
Total Operating Expenses:		\$ 11,309,827	\$ 9,937,373	\$ 1,373,234
Net Income from Operations:		\$ 2,417,032	\$ 2,157,663	\$ 259,369
Other Income and Expense				
901000-000	Grants - FAA	\$ 37,893,851	\$ 31,895,919	\$ 5,997,932
901000-600	CFC Revenues Recognized	\$ 1,128,259	\$ 1,975,532	\$ (847,273)
902000-000	Passenger Facility Charges	\$ 1,373,282	\$ 1,147,168	\$ 226,114
902100-000	Passenger Facility Charges - Int Income	\$ -	\$ 22,455	\$ (22,455)
920000-000	Depreciation/Amortization Expense	\$ (6,300,000)	\$ (5,607,210)	\$ (692,790)
	<i>Total Other Revenue (Expense)</i>	\$ 34,095,392	\$ 29,433,864	\$ 4,661,528
902500-000	Interest Income - JP Morgan/T-Bills	\$ 499,148	\$ 461,370	\$ 37,778
905200-000	Interest Income - Notes Receivable	\$ 665	\$ 969	\$ (304)
	<i>Total Interest Income</i>	\$ 499,813	\$ 462,339	\$ 37,474
919100-000	Interest Expense - CEC Loan	\$ (19,875)	\$ (21,518)	\$ 1,643
919200-000	Interest Expense - CalTrans Loan	\$ (181,389)	\$ (188,769)	\$ 7,380
	<i>Total Interest Expense</i>	\$ -201,264	\$ -210,287	\$ 9,023
	<i>Total Other Income and Expenses</i>	\$ 34,393,941	\$ 29,685,916	\$ 4,708,025
Net Income/Net Change in Position		\$ 36,810,972	\$ 31,843,579	\$ 4,967,393

TO: Board of Directors, Monterey Peninsula Airport District
FROM: Michael La Pier, Executive Director, Monterey Peninsula Airport District
SUBJECT: Staff Report and Assumptions Used to Formulate the FY 2024 Capital Budget for Resolution No. 1880, A Resolution Authorizing and Approving the Capital Budget of the Monterey Peninsula Airport District for Fiscal Year 2025

PURPOSE:

This document summarizes the assumptions used to prepare the Monterey Peninsula Airport District's (District) Fiscal Year 2025 (FY25) Capital Improvement Program (CIP) budget.

PREPARATION OF THE FY 2025 CAPITAL BUDGET:

The FY25 Capital Budget contains a list of projects that are financed through Federal Aviation Administration (FAA) entitlement and discretionary grant funds, approved passenger facilities charges (PFC) project match funds, collected rental car concession customer facilities charges and District operating cash.

The Federal Aviation Administration (FAA) requires Airport Sponsors, such as the District, to annually prepare a list of project improvements deemed necessary or desirable to be undertaken during the coming five FAA fiscal years. The District's Board of Directors approved Resolution No. 1827, A Resolution Approving the Airport Capital Improvement Plan (ACIP); approved submittal to the FAA; authorized the Executive Director to execute all supporting documents.

This ACIP includes eligible projects that may be funded typically up to 90.66% through Airport Improvement Program (AIP) grant funds awarded by the FAA. The approved ACIP is primarily based upon the adopted Master Plan, recent discussions with FAA representatives, and on-going needs analysis accomplished by Staff.

Annually the District prepares a fiscal year CIP budget that includes approved continuing projects from prior fiscal years, both AIP, PFC and District funded, in conjunction with new projects that may be completed in the current fiscal year or may continue into future fiscal year(s).

All projects in the CIP budget are proposed expenditures that are subject to additional procedures that may require project scoping, obtaining project estimates, procuring project bids, contract procedures and/or approval to award a contract(s) or make purchase(s).

The list below summarizes projects included in the FY25 CIP budget. Each project is categorized by funding source and the project code includes the year the project was initiated. FY25 District funded projects are funded by cash reserves.

CAPITAL BUDGET:

CO-FUNDED (FAA Grants/PFCs/District) CAPITAL PROJECTS:

The following co-funded capital projects will be **brought forward/continuing** from prior fiscal years:

- Project Number 2022-01, Safety Enhancement Project (SEP) Phase C1/C2/C3 - ARFF Design/Construction/Demo/Airfield Access – Total through FY24 is \$10,435,274 and \$374,466 in FY25.
 - This phase of the SEP was the construction of the new Aircraft Rescue and Firefighting Facility. Staff are currently completing the final financial review for project closeout.
- Project Number 2023-01, SEP Phase D1 – Terminal Design – BIL Entitlement Total through FY24 is \$1,218,935 and \$2,445,615 in FY25.
 - This phase of the SEP is for the design of the relocated Terminal building and includes 47% of the HOK contract, 100% of the KHA phase 7 contract, and 100% of the PFM phase 4 contract and will be funded through the Bipartisan Infrastructure Law (BIL) entitlement program and works in tangent with Project 2024-01.
- Project Number 2023-02, Runway 28L-10R Treatment – Total through FY24 is \$0 and \$2,170,000 in FY25.
 - The main runway shows surface deterioration in the form of weather and raveling in some key areas that create foreign object debris (FOD). The engineering recommendation is to complete a mill and fill treatment on the significant areas discussed above, seal minor cracks and apply a global slurry seal surface treatment on the full length/width of the runway to extend the useful life of the pavement and preserve the pavement integrity.
- Project Number 2023-03, SEP Phase B2 Commercial Apron construction – Total through FY24 is \$12,732,728 and \$29,828,748 in FY25.
 - This phase of the SEP is construction of the new commercial apron and reconfiguration of Taxiway J, and demolition of Taxiway K, the existing GA facilities, and southside ARFF to accommodate the new apron. The project began on January 2, 2024.
- Project Number 2024-01, Safety Enhancement Project Phase D1 – Terminal Design – BIL ATP - Total through FY24 is \$2,792,745 and \$357,255 in FY25.
 - This phase of the SEP is for the design of the relocated Terminal building and includes 53% of the HOK contract and will be funded through the BIL Airport Terminal Program and works in tangent with Project 2023-01.

The following co-funded capital projects will be **added/new** in the fiscal year:

- Project Number 2025-01, Safety Enhancement Project (SEP) Phase D3 Landside Improvements (parking/circulation) – Total through FY24 is \$0 and \$6,824,948 in FY25.
 - This phase of the SEP will be a Construction Manager-At-Risk method of construction for the replacement terminal complex parking and circulation components.
- Project Number 2025-02, Purchase Primary ARFF Vehicle – Total through FY24 is \$0 and \$549,000 in FY25.
 - The acquisition of a replacement primary Aircraft Rescue and Fire Fighting (ARFF) Vehicle will replace a 2005 Rosenbauer Panther that has exceeded its useful life. This procurement will allow MRY to continue to meet ARFF Index B requirements for Part 139 Airports.

DISTRICT- FINANCED CAPITAL PROJECTS:

The following District-funded/financed capital project will be **brought forward/continuing** from prior fiscal year:

- Project Number 2019-03, Water Distribution System – Total Project through FY24 is \$1,854,445 and \$1,580,844 in FY25:
 - The well construction and destruction and capacity provided by each well was determined in 2023 and the construction will commence based on the approved contract with Graniterock Construction in mid-June 2024.

DISTRICT-FUNDED CAPITAL IMPROVEMENTS/ACQUISITIONS:

The following District-funded/financed capital project will be **brought forward/continuing** from prior fiscal year:

- Project Number 2023-04, 2801 MSH Property Repairs – \$290,000 in FY25:
 - Building C will need additional work beyond the remediation work to date to move forward with this building. For the Budget we have an estimate of \$250,000 pending a full evaluation of the cost/benefit of improvements or demolition on this building.
 - Building A has a budget allowance of \$40,000 to cover potential capital expenditures to maintain this building.

The following District-funded capital improvements/acquisitions will be added/new in the fiscal year:

- Project Number 2025-03, East TSA Access Road and Short-Term Lot Improvements \$210,000 in FY25:
 - This project will allow the airport to maintain and repair the vehicle service road on the east side of the terminal building that serves the airlines and TSA as the access point for trash removal and airside equipment delivery.
- Project Number 2025-04, Airfield and Property Maintenance Total Project \$140,000 in FY25:

This project is a combination of maintenance and upgrades to existing airfield support facilities (airfield lighting vault and taxiway repairs) and replace some of the deteriorating hold room seating.

- Project Number 2025-05, Plan of Finance Fees Total Project \$1,000,000 in FY25:

These costs are associated with the issuance of Bonds related to the financing of the Replacement Passenger Terminal Complex.

Bond issuance costs will be capitalized and then amortized over the life of the bonds, on a straight-line basis.

RECOMMENDATION. Adopt Resolution No. 1880, A Resolution Authorizing and Approving the Capital Budget of the Monterey Peninsula Airport District for Fiscal Year 2025.

ATTACHMENTS.

Resolution No. 1880
FY 2025 Capital Budget Schedule

RESOLUTION NO. 1880

A RESOLUTION AUTHORIZING AND APPROVING THE CAPITAL BUDGET OF THE MONTEREY PENINSULA AIRPORT DISTRICT FOR FISCAL YEAR 2025

WHEREAS, the estimates submitted to the Board of Directors of the Monterey Peninsula Airport District entitled "Monterey Peninsula Airport District, County of Monterey, State of California, Budget - Fiscal Year 2025" and now on file in the offices of the District are hereby approved and adopted as the capital budget of the District for the Fiscal Year 2025, and

WHEREAS, it is the desire of the Board of Directors to adopt the "Fiscal Year 2025 Capital Budget" to include capital expenditures identified impacting the Capital Improvement Program (CIP) Budget; and

WHEREAS, The Districts Fiscal Year 2025 revenues or cash reserves are projected to be sufficient to fund capital expenditures: and

WHEREAS, the available revenues of the District for the Fiscal Year 2025 are hereby appropriated as set forth and segregated in the operating budget and may fund the capital budget, and

WHEREAS, all capital expenditures for the Fiscal Year 2025, as set forth in the District Capital Budget, shall be payable in such time, form and manner as is prescribed by the Monterey Peninsula Airport District Act and by Resolution No. 1424, a Resolution Establishing Fiscal Control Policies and Procedures for the Monterey Peninsula Airport District.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT, that the Capital Plan for the Fiscal Year 2025 District Capital Budget is hereby established and designated as in the Capital Budget and shall take effect on July 1, 2024.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 20th day of June 2024 by the following roll call vote:

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

Signed this 20th day of June 2024

Mary Ann Leffel, Chair

ATTEST

Michael La Pier, AAE
District Secretary

**MONTEREY PENINSULA AIRPORT DISTRICT -- FISCAL YEAR 2025 CAPITAL BUDGET
RESOLUTION NO. 1880 - June 20, 2024**

**SCH. 05.2
FY 2026
PLAN**

PROJECT NUMBER	PROJECT DESCRIPTION	Through FY24	FY 2025	
PORT IMPROVEMENT PROJECTS (AIP) -- CO-FUNDED FY25				
2023-01	SAFETY ENHANCEMENT PROJECT Phase C1/C2/C3 ARFF Design/Construction/Demo/Airfield Access--\$10,209,740			
	Expenditures			
	Administration	\$4,095	\$0	
	Preliminary	\$1,331,441	\$0	
	Architectural & Engineering	\$651,422	\$0	
	Inspection Services		\$0	
	Construction	\$8,448,317	\$374,466	
		2	\$10,435,274	\$374,466
	Funding			
	FAA AIP -- 90.66% -- \$9,483,367	\$9,460,619	\$22,748	\$0
	PFC -- 9.34% -- \$1,326,373	\$974,655	\$351,718	\$0
	DISTRICT --		\$0	
	Total Revenue	\$10,435,274	\$374,466	\$0
2023-01	SAFETY ENHANCEMENT PROJECT Phase D1 Terminal Design--\$3,664,550 (BIL Entitlement)			
	Expenditures			
	Administration		\$41,595	
	Preliminary	\$1,036,771	\$0	
	Architectural Services		\$1,983,684	
	Plan of Finance		\$60,000	
	Inspection Services	\$182,164	\$360,336	
	Construction		\$0	
		2	\$1,218,935	\$2,445,615
	Funding			
	FAA AIP -- 90.66% -- \$3,322,281	\$1,105,086	\$2,217,195	\$0
	PFC -- 9.34% -- \$342,269	\$113,849	\$228,420	\$0
	DISTRICT --		\$0	
	Total Revenue	\$1,218,935	\$2,445,615	\$0
2024-01	SAFETY ENHANCEMENT PROJECT Phase D1 Terminal Design--\$3,150,000 (BIL ATP)			
	Expenditures			
	Administration		\$0	
	Preliminary		\$0	
	Architectural Services	\$2,792,745	\$357,255	
	Financial Services		\$0	
	Inspection Services		\$0	
	Construction		\$0	
	Project Cost	\$2,792,745	\$357,255	\$0
	Funding			
	FAA AIP -- 95% -- \$3,000,000	\$2,653,108	\$339,392	\$0
	PFC -- 5% -- \$150,000	\$139,637	\$17,863	\$0
	DISTRICT -- \$		\$0	
	Total Revenue	\$2,792,745	\$357,255	\$0
2023-02	RUNWAY 28L-10R TREATMENT--\$2,170,000			
	Expenditures			
	Administration		\$6,000	
	Preliminary		\$5,000	
	Engineering Services		\$125,000	
	Demolition		\$0	
	Inspection Services		\$150,000	
	Construction		\$1,884,000	
	Project Cost		\$2,170,000	\$0
	Funding			
	FAA AIP -- 90.66% -- \$1,967,322		\$1,967,322	
	PFC -- 9.34% -- \$202,678		\$202,678	
	DISTRICT -- \$		\$0	
	Total Revenue		\$2,170,000	\$0
2023-03	SAFETY ENHANCEMENT PROJECT Phase B2- Commercial Apron Construction--\$44,707,180			
	Expenditures			
	Administration		\$0	
	Preliminary		\$0	
	Engineering Services	\$895,319	\$1,452,000	\$121,835
	Demolition/Environmental	\$368,535	\$420,000	
	Inspection Services	\$284,623	\$391,248	\$40,000
	Construction	\$11,184,251	\$27,565,500	\$2,297,133
	Project Cost	\$12,732,728	\$29,828,748	\$2,458,968

**MONTEREY PENINSULA AIRPORT DISTRICT -- FISCAL YEAR 2025 CAPITAL BUDGET
RESOLUTION NO. 1880 - June 20, 2024**

PROJECT NUMBER	PROJECT DESCRIPTION	Through FY24	FY 2025	SCH. 05.2 FY 2026 PLAN
	Funding			
	FAA AIP -- 90.66% -- \$40,531,530	\$11,543,491	\$26,661,971	\$2,229,300
	PFC -- 9.34% -- \$4,175,650	\$1,189,237	\$2,746,777	\$229,668
	DISTRICT -- \$420,000		\$420,000	
	Total Revenue	\$12,732,728	\$29,828,748	\$2,458,968
2024-XX	SAFETY ENHANCEMENT PROJECT Phase D3 Landside (parking,circulation) --\$18,469,730			

**MONTEREY PENINSULA AIRPORT DISTRICT -- FISCAL YEAR 2025 CAPITAL BUDGET
RESOLUTION NO. 1880 - June 20, 2024**

		Through	FY 2025	SCH. 05.2 FY 2026 PLAN
PROJECT NUMBER	PROJECT DESCRIPTION	FY24		
	Expenditures			
	Administration		\$14,000	\$26,000
	Preliminary		\$0	
	Engineering Services		\$105,000	\$120,000
	Demolition		\$0	
	Inspection Services		\$45,000	\$80,000
	Construction		\$6,660,948	\$11,418,782
	Project Cost	\$0	\$6,824,948	\$11,644,782
	Funding			
	FAA AIP -- 90.66% -- \$40,531,530	\$0	\$6,187,498	\$10,557,159
	PFC -- 9.34% -- \$4,175,650	\$0	\$637,450	\$1,087,623
	DISTRICT -- \$100,000		\$0	\$100,000
	Total Revenue	\$0	\$6,824,948	\$11,744,782
2024-XX	PURCHASE PRIMARY ARFF VEHICLE--\$1,100,000			
	Expenditures			
	Administration		\$4,000	\$6,000
	Preliminary		\$0	
	Engineering Services		\$0	
	Demolition		\$0	
	Inspection Services		\$0	\$545,000
	Equipment		\$545,000	
	Project Cost	\$0	\$549,000	\$551,000
	Funding			
	FAA AIP -- 90.66% -- \$997,206	\$0	\$497,723	\$499,537
	PFC -- 9.34% -- \$102,740	\$0	\$51,277	\$51,463
	DISTRICT -- \$100,000		\$0	
	Total Revenue	\$0	\$549,000	\$551,000
	TOTAL FAA AIP PROJECT REVENUE	\$24,762,304	\$37,893,849	\$13,285,996
	TOTAL PFC PROJECT PORTION	\$2,417,378	\$4,236,183	\$1,368,754
	TOTAL DISTRICT PORTION	\$0	\$420,000	\$100,000
	TOTAL CO-FUNDED PROJECT EXPENDITURES	\$27,179,682	\$42,550,032	\$14,754,750
			\$42,550,032	
DISTRICT-ONLY FINANCED CAPITAL PROJECTS FY25:				
2019-03	WATER SYSTEM ANALYSIS-- Total Project \$3,455,003			
	Expenditures			
	Administration	\$4,243		
	Design Services	\$361,378	\$100,000	
	Construction Mgt		\$105,074	
	CEQA	\$21,566	\$32,349	
	Inspection Services	\$121,611	\$29,571	
	Construction	\$1,345,647	\$1,313,850	
	Contingency			
	Project Cost	\$1,854,445	\$1,580,844	\$0
	DISTRICT OTHER FINANCE	\$1,854,445	\$1,580,844	

**MONTEREY PENINSULA AIRPORT DISTRICT -- FISCAL YEAR 2025 CAPITAL BUDGET
RESOLUTION NO. 1880 - June 20, 2024**

**SCH. 05.2
FY 2026
PLAN**

PROJECT NUMBER	PROJECT DESCRIPTION	Through FY24	FY 2025	
DISTRICT-ONLY FUNDED CAPITAL ACQUISITIONS FY25				
2025-XX	2801 Property Repairs -- \$290,000		\$0	
	Expenditures		\$0	
	Building C - \$250,000		\$250,000	
	Building A - \$40,000		\$40,000	
	Project Cost	0	\$290,000	
2025-XX	East TSA Access Road and Short Term Lot Improvements -- \$210,000		\$0	
	Expenditures		\$0	
	Design and Construction		\$210,000	
	Project Cost	0	\$210,000	
2025-XX	Airfield and Property Maintenance -- \$125,000		\$0	
	Expenditures		\$0	
	Electric Vertical Lift - \$50,000		\$50,000	
	Airfield Lighting Vault Electronics Upgrade- \$25,000		\$25,000	
	Airfield Taxiway Repairs -- \$ 50,000		\$50,000	
	Replacement Hold Room Seating - \$15,000		\$15,000	
	Project Cost	0	\$140,000	
2024-04	Plan of Finance Fees - \$1,000,000			
	Bond/Tax/Disclosure Counsel		\$160,000	
	Airport Feasibility Consultant/Report		\$184,900	
	PFM Phase 5 - estimated		\$100,000	
	Underwriters' Discounts - estimated		\$300,000	
	Rating Agency Fees - estimated		\$83,065	
	Bond Insurance - estimated		\$38,256	
	Misc. Fees and Contingency - estimated		\$68,680	
	All Other Expenses - estimated		\$65,099	
	Project Cost	0	\$0	
	Project Cost	0	\$1,000,000	
DISTRICT-ONLY FUNDED CAPITAL ACQUISITIONS FY25*		\$0	\$1,060,000	
DISTRICT-ONLY FINANCED AND FUNDED CAPITAL ACQUISITIONS FY25		\$1,854,445	\$2,640,844	
TOTAL FINANCED AND FUNDED CAPITAL ACQUISITIONS FY25		\$29,034,127	\$45,190,876	\$14,754,750

*Excludes \$1,000,000 Plan of Finance Fees assumed to be paid out of Financing Proceeds upon closing.

TO: Monterey Peninsula Airport District Board of Directors
FROM: Michael La Pier, Executive Director
SUBJ: Resolution No. 1881, A Resolution to Award a Bid to Acquire Replacement Primary Aircraft Rescue and Firefighting Vehicle to Oshkosh Airport Products a Division of Pierce Manufacturing, Inc.

BACKGROUND. Resolution No. 1827 Approving the 2022-2028 Airport Capital Improvement (ACIP) was adopted July 22, 2022. Resolution No. 1848 Approving the FY24 Capital Improvement Program (CIP) Budget was adopted on June 21, 2023. Both included the purchase of a Replacement Primary Aircraft Rescue and Firefighting (ARFF) vehicle.

DISCUSSION. To maintain sufficient Aircraft Rescue Fire Fighting (ARFF) equipment and personnel to respond to emergency incidents required by Title 14 Code of Federal Regulations (CFR) Part 139, and due to the age (19 years old) and condition of the current primary ARFF vehicle, the acquisition of a replacement vehicle is an integral requirement for Monterey Regional Airport, an established ARFF Index B Airport.

The acquisition of a new primary ARFF Vehicle will replace a 2005 Rosenbauer Panther that has exceeded its useful life. This procurement meets Advisory Circular 150/5220.10 latest edition, which established the ARFF vehicle specifications by Airport Index designations. Additionally, firefighting and rescue technology continues to become more effective and efficient allowing MRY to meet the sustainable goals for air quality.

An invitation for Bids was published in the Monterey Herald on April 19 and April 25, 2024, and sealed bid proposals were received on May 20, 2024 at 1:00 p.m. PST and publicly opened.

The Monterey Regional Airport (MRY) widely distributed and published a Notice to Bidders to Acquire the Replacement ARFF Vehicle as outlined below:

- The Monterey Herald, *Published* on April 19 and April 25, 2024
- Published on the District website <https://montereyairport.specialdistrict.org/legal-notices>
- An email notice was provided to equipment companies that manufacture/sell ARFF vehicles, inviting them to bid on the equipment purchase.

Two (2) sealed bid proposals were received on May 20, 2024 at 1:00 p.m. PDT and publicly opened. The results of those bid proposals are outlined below:

Organization / Company	Bid Amount
Rosenbauer Minnesota, LLC (Panther 4X4)	\$1,111,046.89
Oshkosh Airport Products, a Division of Pierce Manufacturing, Inc. (Striker 4x4)	\$1,050,497.00

Staff reviewed and found the bid documents to be responsive and complete. Further staff recommend that the Board of Directors authorize the Executive Director, or his designee, to execute a contract with Oshkosh Airport Products, a Division of Pierce Manufacturing, Inc. in an amount not-to-exceed of \$1,050,497.00 for the purchase of a Striker 4X4. This contract will be conditioned upon receipt of a grant from the FAA in compliance with the grant application and budget as provided to the FAA.

IMPACT ON BUDGET. The costs associated with this acquisition are included in the approved CIP budget.

SOURCE OF FUNDS. This acquisition is eligible for Airport Improvement Program funding at 90.66% of the cost and Passenger Facility Charge funding at 9.34%.

IMPACT ON OPERATIONS. None.

SCHEDULE. Due to manufacturing delays, the expected delivery date is 550 days from contract execution.

STAFF RECOMMENDATION. Adopt Resolution No. 1881, A Resolution to Award a Bid to Acquire Replacement Primary Aircraft Rescue and Firefighting Vehicle to Oshkosh Airport Products a Division of Pierce Manufacturing, Inc.

ATTACHMENTS:

Resolution 1881

Oshkosh Airport Products a Division of Pierce Manufacturing, Inc. Contract Agreement

RESOLUTION NO. 1881

A RESOLUTION TO AWARD A BID TO ACQUIRE REPLACEMENT PRIMARY AIRCRAFT RESCUE AND FIREFIGHTING VEHICLE TO OSHKOSH AIRPORT PRODUCTS, A DIVISION OF PIERCE MANUFACTURING, INC.

WHEREAS, June 21, 2023 Resolution No. 1848 Approving the FY24 Capital Improvement Program (CIP) Budget and July 22, 2022 Resolution No. 1827 Approving the 2022-2028 Airport Capital Improvement (ACIP), which both included the purchase of a Replacement Primary Aircraft Rescue and Firefighting (ARFF) vehicle were adopted; and

WHEREAS, representatives of the Federal Aviation Administration (FAA) have indicated a willingness to fund the acquisition of the Replacement Primary ARFF Vehicle and a grant application has been submitted to the FAA using Airport Improvement Program (AIP) FAA-FY2024 funds for the purchase; and

WHEREAS, this procurement meets Advisory Circular 150/5220.10 latest edition, which established the ARFF vehicle specifications for an ARFF Index B Airport; and

WHEREAS, invitation for Bids was published in the Monterey Herald on April 19, 2024 and April 24, 2024 and sealed bid proposals were received on May 20, 2024 at 1:00 p.m. PDT and publically opened; and

WHEREAS, after considering the bids received for the performance of the proposed purchase, it is in the best interest of the Airport to accept the bid of Oshkosh Airport Products, a Division of Pierce Manufacturing, Inc.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: That Monterey Peninsula Airport District contract with the firm of Oshkosh Airport Products, a Division of Pierce Manufacturing, Inc. in the amount of \$1,050,497.00 to purchase a Striker 4X4 Vehicle for the Monterey Regional Airport, and authorize 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 20th day of June 2024, by the following roll call vote:

AYES: DIRECTORS:

NOES: DIRECTORS:

ABSTAIN: DIRECTORS:

ABSENT: DIRECTORS:

Signed this 20th day of June 2024

Mary Ann Leffel, Chair

ATTEST

Michael La Pier, A.A.E
Executive Director

Contract Agreement

Monterey Peninsula Airport District

AIP 3-06-0159-8X-2024

THIS AGREEMENT, made and entered into this __20th__ day of __June__, by and between Monterey Peninsula Airport District, Monterey, California (OWNER), and Oshkosh Airport Products, a Division of Pierce Manufacturing Inc., City Neenah, County of _____, and State of __Wisconsin__ (CONTRACTOR).

WITNESSETH:

That the said Contractor has covenanted, contracted and agreed, and by these presents does covenant, contract and agree with the said OWNER, for and in consideration of the payments made as provided for herein, to the Contractor by the said Owner, and under the penalty expressed in the Bond hereto attached, at his proper cost and expense to do all the work and furnish all materials, tools, labor, and all appliances and appurtenances called for by this Agreement free from all claims, liens and charges whatsoever, in the manner and under the conditions hereinafter specified, that are necessary for furnishing and delivering a new and unused Aircraft Rescue and Fire Fighting Vehicle to Monterey Regional Airport, in the County of Monterey, State of California.

The work done and materials and equipment furnished shall be strictly pursuant to and in conformity with the Project Specifications and Bid Proposal. The Project Specifications and Bid Proposal furnished by the Contractor and the additional drawings or prints and other information to be furnished by the Contractor in accordance with the Project Specifications are made a part of this Agreement when and as approved by the Owner. The said **Specifications and Bid Form prepared by the said Owner** are intended to be complementary and all specifications, plans, drawings and prints furnished by the Contractor shall coordinate therewith. Any work appearing in or upon the one and not mentioned in the other, shall be executed according to the true intent and meaning of the said Project Specifications and Bid Documents, Drawings or Prints, the same as though the said work was contained and described in all.

The "Notice Inviting Bids," "Purpose And Scope Of Work," "General Terms And Standard Conditions," "Federal Equipment Acquisition Contract Provisions," "Bid Proposal," "Specifications," "Bid Bond," thereto, are hereby understood to be a part of this Contract. The "Bid Bond" is exonerated upon execution of this Agreement.

It is further covenanted and agreed that all work under this Contract shall be completed in the time specified in the "Bid Proposal."

It is further covenanted and agreed that the work shall be executed under the direction of the Owner, or properly authorized agents, on whose inspection all work shall be accepted or

rejected.

The Owner shall have full power to reject or condemn all materials furnished or work performed under the Contract that does not conform to the terms and conditions herein expressed.

Any dispute, controversy, claim, or cause of action arising out of or related to this agreement shall be governed by California law and may, but in no event need, to be settled by submission with the consent of both parties to binding arbitration in accordance with the rules of the American Arbitration Association and all applicable local and state laws. Judgment upon any award rendered by the arbitrator(s) may be entered in the Superior Court of Monterey County, or any such dispute, controversy, claim or cause of action may be litigated in a court. The venue for any such dispute shall be Monterey County, California.

No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a member of congress, an officer or employee of Congress, or any employee of a member of congress in connection with the awarding of any Federal contract, the making of any Federal Grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment of any Federal contract, grant, loan, or cooperative agreement.

If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of Congress, or an employee of a member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall compete and submit Standard Form LLL, "Disclosure Form to Report Lobbying" in accordance with its instructions.

The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including sub-contracts, sub-grants, and contracts under grants, loans and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Owner shall submit Application for Payment to the Federal Aviation Administration upon receipt of invoice from Contractor after delivery of product. Owner will submit payment to Contractor within forty-five (45) days upon receipt of invoice AND delivery and acceptance of product.

Any violation or breach of the terms of this Contract on the part of the Contractor and/or any Subcontractor may result in the suspension or termination of the Contract, or such other action, which may be necessary to enforce the rights of the parties of this Agreement.

No assignment by a party hereto of any rights under or interest in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically but without limitation, monies that may become due and monies that are due may not be assigned without such consent (except to the extent that his/her effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

Owner and Contractor each bind him/herself, partners, successors, assigns and legal representatives to the other party hereto, and his/her partners, successors, assigns and legal representatives in respect to all covenants, agreements, and obligations contained in the Contract Documents.

IN WITNESS WHEREOF, four (4) identical counterparts of this Contract, each of which shall for all purposes be deemed an original thereof, have been duly executed by the parties hereinbefore named, on the date and year first herein written.

This Contract is effective on the 20th day of June, 2024.

CONTRACTOR

Signature

Print Name

Title

Date

MONTEREY PENINSULA AIRPORT DISTRICT

Signature

Michael La Pier, AAE

Print Name

Executive Director

Title

Date

Notice of Award

To: John Bermingham - Business Unit Director
Company: Oshkosh Airport Products, a Division of Pierce Manufacturing, Inc.
Address: 1515 County Road O, Suite A
City, State, Zip Neenah, WI 54956

Re: ACQUISITION OF AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLE

The Monterey Peninsula Airport District has accepted the Bid submitted by you for the above described equipment in response to the Advertisement for Bids. You are hereby notified that you were awarded this Bid by the Monterey Peninsula Airport District on the 20th day of June, 2024 in the amount of \$ 1,050,497.00. You are required by the Terms and Conditions of this bid to execute the Purchase Contract and to furnish Contractor's Performance and Payment Bonds within 10 calendar days from the date of this Notice or forfeit your Bid Bond.

You are required to return an acknowledged copy of this NOTICE OF AWARD to the Monterey Peninsula Airport District Not Later Than five (5) days of the signature date below.

Signature

Date

CONTRACTOR
Receipt of the above NOTICE OF AWARD is hereby acknowledged.

Signature

Print Name

Date

Subscribed to and sworn before me this _____ day of _____, 20__.

Notary My Commission Expires _____

Bid Form for Acquisition of Aircraft Rescue and Fire Fighting Vehicle

In compliance with the Invitation to Bid by the Monterey Peninsula Airport District, the undersigned bidder:

- Having examined the contract documents, and being familiar with the conditions to be met, hereby submits the following bid for all labor, materials, and equipment, for the completion of the work listed and agrees to execute the contract documents and furnish the required bonds at the locations and for the prices set forth hereinafter,
- Understands that this project shall be in accordance with all applicable Specifications, Details, and Regulations as otherwise required by the Invitation to Bid,
- Understands that the bid shall be submitted with a bid guarantee of a cashier's check or surety bond for an amount not less than ten percent (10%) of the amount bid,
- Understands that the bid price must be honored for a time of not less than one hundred twenty (120) days from the date of the bid opening indicated on the cover of the bid document,
- Agrees that upon receipt of a Notice of Award, from the Monterey Peninsula Airport District, to execute the contract documents within ten days.

The Owner reserves the right to reject any or all bids.

Item#	DESCRIPTION	QTY	UNIT PRICE	TOTAL PRICING
1	Aircraft Rescue and Fire Fighting Vehicle F.B.O. Monterey Regional Airport within 365 days of order	1 EACH	\$1,050,497.00	\$1,050,497.00 One Million Fifty Thousand Four Hundred Ninety Seven Dollars. Delivery: 550 Days ARO

Execution of Bid

Upon signing this Bid, the bidder certifies that they have read and agree to the requirements set forth in this bid proposal including specifications, conditions and pertinent information regarding the articles being bid on, and agree to furnish these articles at the price stated.

The Bid Security, Attached, without endorsement, in the sum of ten (10) percent of the total Bid, is to become the property of the Monterey Peninsula Airport District, Monterey, California, in the event the Contract and Bonds are not executed within the time set forth, as liquidated damages for the delay and additional work caused thereby.

Monterey Peninsula Airport District reserves the right to reject any or all bids or to waive any informality in the Bid.

Contractor Certification of No Collusion

I CERTIFY that in submitting this bid, and that pursuant to Section 112(c) of Title 23 U.S.C., that neither I nor anyone associated with this firm has, directly or indirectly entered into any agreement, participated in any collusion or otherwise taken any action in restraint of a free competitive bidding in connection with the above mentioned project.

THIS BID IS SUBMITTED BY:

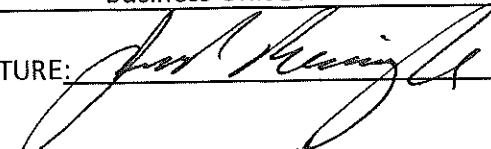
FIRM: Oshkosh Airport Products, a Division of Pierce Manufacturing, Inc.

ADDRESS: 1515 County Road O, Suite A Neenah, WI 54956

TEL. NO. (920) 215-5130 DATE: May 15, 2024

PRINT NAME: John E. Bermingham

TITLE Business Unit Director

SIGNATURE: 

Bid Bond

KNOW ALL MEN BY THESE PRESENTS: That we ^{Oshkosh Airport Products a Division} of Pierce Manufacturing, Inc., as Principal, and as Surety, are held and firmly bound unto the Monterey Peninsula Airport District in the penal sum of Ten Percent (10%) of Bid Amount, Dollars (\$ 10%) lawful money of the United States of America, to be paid to the order of the Monterey Peninsula Airport District, for which payment, well and truly to be made, we bind ourselves, our successors and assigns, signed with our seals and dated 4/19/2024. The conditions of the above obligation are such that whereas the Monterey Peninsula Airport District of the City of Monterey, California did order the following works to be done: Acquisition of AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLE.

WHEREAS, ^{Oshkosh Airport Products a Division} of Pierce Manufacturing, Inc., the principal herein in answer to the Notice Inviting Proposals or bids issued by the Monterey Peninsula Airport District, put in its bid for the making of said improvements.

NOW THEREFORE, if the bid of ^{Oshkosh Airport Products a Division} of Pierce Manufacturing, Inc. as aforesaid to be accepted by the Monterey Peninsula Airport District, and Oshkosh Airport* shall enter into a contract to make said improvements at the price specified in its bid, then this obligation to be void of no effect, otherwise to remain in full force and virtue.

OSHKOSH AIRPORT PRODUCTS a DIVISION
OF PIERCE MANUFACTURING, INC.

PRINCIPAL SEAL

John E. Bermingham
By: John E. Bermingham

Business Unit Director
Title:

FIDELITY AND DEPOSIT COMPANY OF MARYLAND

SURETY SEAL

Cathy Hutson
By: Cathy Hutson, Attorney-In-Fact

BROWN & BROWN
Agency of Record

1200 N. Mayfair Road, Suite 100, Milwaukee, W 53226
Agency Address

*Products a Division
of Pierce Manufacturing, In



Bond Number: Bid Bond

Obligee: Monterey Peninsula Airport District

**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by Robert D. Murray, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Cathy Hutson, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings**, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 10th day of October, A.D. 2023.



**ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND**

By: Robert D. Murray
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 10th day of October, A.D. 2023, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, Robert D. Murray, Vice President and Dawn E. Brown, Secretary of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Genevieve M. Maison

GENEVIEVE M. MAISON
NOTARY PUBLIC
BALTIMORE COUNTY, MD
My Commission Expires JANUARY 27, 2025



Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 19th day of April, 2024,



MJ Pethick

By: Mary Jean Pethick
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
reportsfclaims@zurichna.com
800-626-4577

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

ACKNOWLEDGEMENT BY SURETY

STATE OF WISCONSIN)

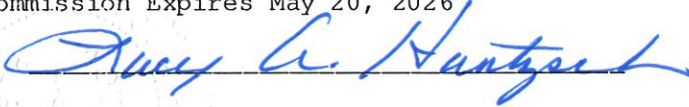
) ss

COUNTY OF MILWAUKEE)

On this 19th day of April, 2024 before me personally appeared Cathy Hutson, known to me to be the Attorney-in-Fact of Fidelity and Deposit Company of Maryland, the corporation that executed the within instrument and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, at my office in the aforesaid County, the day and year in this certificate first above written.

My Commission Expires May 20, 2026



(SEAL)

Lucy A. Hantzsch
Notary Public in the State of Wisconsin
County of Milwaukee

Statutory Performance Bond

(Penalty of this bond must be 100% of the Contract Amount) Bond No. _____,
_____ ("Principal"), and _____, a corporation organized and existing under
the laws of the State of _____ with its principal office in the City of _____ ("Surety"), are
bound to pay Monterey Peninsula Airport District, Inc. ("Obligee") in the amount of \$ _____.

The Principal and Surety bind themselves, and their heirs, administrators, executors, successors,
and assigns, jointly and severally. The Principal has entered into a written contract with the
Obligee, dated the _____ day of _____, 20__ - for furnishing and delivering a new and unused
Aircraft Rescue and Fire Fighting Vehicle to Monterey Regional Airport, Monterey, California for
Monterey Peninsula Airport District.

This document is a part of that contract. Now, therefore, the condition of this obligation is
such, that if the principal faithfully performs and fulfills all of the undertakings, covenants,
terms, conditions and agreements of the contract during the original term of the contract and
any extension of the contract, with or without notice to the surety, and during the life of any
guaranty required under the contract, and also performs and fulfills all of the undertakings,
covenants, terms, conditions and agreements of all duly authorized modifications of the
contract that may hereafter be made, notice of which modifications to the surety being hereby
waived, the above obligation is void. Otherwise it remains in full force and effect.

Provided, however that this bond is executed pursuant to all applicable local, state and federal
requirements. The prevailing party or any party that recovers judgment on this bond is entitled
to reasonable attorneys' fees and costs as determined by the Court.

Executed this _____ day of _____, 20_____.

Principal

Seal

Surety

Seal

By

By

Title

Agency of Record

Agency Address

Statutory Payment Bond

(Penalty of this bond must be 100% of the Contract Amount)

Bond No. _____

("Principal"), and _____ a corporation organized and existing under the laws of the State of _____, with its principal office in the City of _____ ("Surety"), are held and firmly bound to pay Monterey Peninsula Airport District, Inc. ("Obligee") \$____. The Principal and Surety bind themselves, and their heirs, administrators, executors, successors, and assigns, jointly and severally.

The Principal has entered into a written contract with the Obligee, dated the ____ day of _____, 2016 for furnishing and delivering a new and unused Aircraft Rescue and Fire Fighting Vehicle to Monterey Regional Airport, Monterey, California, for Monterey Peninsula Airport District. This document is part of that contract.

Now, therefore, the condition of this obligation is such, that if the principal promptly pays all monies due to all persons supplying labor or materials to the principal or the principal's subcontractors in the prosecution of the WORK provided for in the contract, this obligation is void. Otherwise it remains in full force and effect.

Provided, however that this bond is executed pursuant to all applicable local, state and federal requirements. The prevailing party or any party that recovers judgment on this bond is entitled to reasonable attorneys' fees and costs as determined by the Court.

The prevailing party or any party which recovers judgment on this bond is entitled to reasonable attorneys' fees and costs as determined by the Court.

Executed this _____ day of _____, 20____.

Principal

Seal

Surety

Seal

By

By

Title

Agency of Record

Agency Address

Exhibit A – Federal Equipment Acquisition Contract Provisions

a. ACCESS TO RECORDS AND REPORTS

The Contractor must maintain an acceptable cost accounting system. The Contractor agrees to provide the sponsor, the Federal Aviation Administration, and the Comptroller General of the United States or any of their duly authorized representatives, access to any books, documents, papers, and records of the contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

b. BUY AMERICAN PREFERENCE

The contractor agrees to comply with 49 USC § 50101, which provides that Federal funds may not be obligated unless all steel and manufactured goods used in AIP funded projects are produced in the United States, unless the FAA has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

A bidder or offeror must complete and submit the Buy America certification included herein with their bid or offer. The Owner will reject as nonresponsive any bid or offer that does not include a completed Certificate of Buy American Compliance.

CERTIFICATE OF BUY AMERICAN COMPLIANCE FOR TOTAL FACILITY

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e. not both) by inserting a checkmark (ü) or the letter "X".

- Bidder or offeror hereby certifies that it will comply with 49 USC. 50101 by:
- a) Only installing steel and manufactured products produced in the United States; or
 - b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or
 - c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing US domestic products.
3. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

The bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

1. To submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that support the type of waiver being requested.
2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.
3. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
4. To furnish US domestic product for any waiver request that the FAA rejects.
5. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver - The cost of components and subcomponents produced in the United States is more than 60% of the cost of all components and subcomponents of the "facility". The required documentation for a type 3 waiver is:

- a) Listing of all manufactured products that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety)
- b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.
- c) Percentage of non-domestic component and subcomponent cost as compared to total "facility" component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

Type 4 Waiver – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is:

- a) Detailed cost information for total project using US domestic product

b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

N/A	
Date	Signature
Company Name	Title

CERTIFICATE OF BUY AMERICAN COMPLIANCE FOR MANUFACTURED PRODUCTS

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (ü) or the letter "X".

- Bidder or offeror hereby certifies that it will comply with 49 USC § 50101 by:
 - a) Only installing steel and manufactured products produced in the United States, or;
 - b) Installing manufactured products for which the FAA has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing, or;
 - c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- 1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
 - 2. To faithfully comply with providing US domestic product
 - 3. To furnish US domestic product for any waiver request that the FAA rejects
 - 4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.
- The bidder or offeror hereby certifies it cannot comply with the 100% Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:
- 1. To the submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that support the type of waiver being requested.

2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination may result in rejection of the proposal.
3. To faithfully comply with providing US domestic products at or above the approved US domestic content percentage as approved by the FAA.
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

Required Documentation

Type 3 Waiver - The cost of the item components and subcomponents produced in the United States is more that 60% of the cost of all components and subcomponents of the "item". The required documentation for a type 3 waiver is:

- a) Listing of all product components and subcomponents that are not comprised of 100% US domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).
- b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.
- c) Percentage of non-domestic component and subcomponent cost as compared to total "item" component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

Type 4 Waiver – Total cost of project using US domestic source product exceeds the total project cost using non-domestic product by 25%. The required documentation for a type 4 of waiver is:

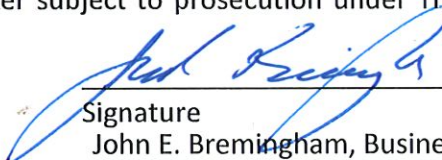
- a) Detailed cost information for total project using US domestic product
- b) Detailed cost information for total project using non-domestic product

False Statements: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

May 15, 2024

Date Oshkosh Airport Products, a Division
of Pierce Manufacturing, Inc.

Company Name


Signature
John E. Bretingham, Business Unit Director

Title

c. AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982

The contractor assures that it will comply with pertinent statutes, Executive orders and such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or

benefiting from Federal assistance. This provision obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport a program, except where Federal assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon. In these cases the provision obligates the party or any transferee for the longer of the following periods: (a) the period during which the property is used by the airport sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits or (b) the period during which the airport sponsor or any transferee retains ownership or possession of the property. In the case of contractors, this provision binds the contractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

d. GENERAL CIVIL RIGHTS PROVISIONS

The contractor agrees to comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision binds the contractor and subtier contractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

e. TITLE VI SOLICITATION NOTICE:

The **Monterey Peninsula Airport District** in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

TITLE VI LIST OF PERTINENT NONDISCRIMINATION ACTS AND AUTHORITIES

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination In Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

f. DISADVANTAGED BUSINESS ENTERPRISES

Contract Assurance (§ 26.13) - The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material

breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.

Prompt Payment (§26.29) - The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than {specify number} days from the receipt of each payment the prime contractor receives from {Name of recipient}. The prime contractor agrees further to return retainage payments to each subcontractor within {specify the same number as above} days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the {Name of Recipient}. This clause applies to both DBE and non-DBE subcontractors.

g. ENERGY CONSERVATION REQUIREMENTS

Contractor and Subcontractor agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201*et seq.*).

h. FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part time workers.

The Contractor has full responsibility to monitor compliance to the referenced statute or regulation. The Contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division

i. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Contractor must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Contractor retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Contractor must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

j. RIGHTS TO INVENTION

All rights to inventions and materials generated under this contract are subject to regulations issued by the FAA and the Sponsor of the Federal grant under which this contract is executed.

k. TRADE RESTRICTION CERTIFICATION

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror -

- a. is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (U.S.T.R.);
- b. has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the U.S.T.R.; and
- c. has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

- (1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R. or
- (2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such U.S.T.R. list or
- (3) who incorporates in the public works project any product of a foreign country on such U.S.T.R. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by U.S.T.R, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through

the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

I. VETERAN'S PREFERENCE

In the employment of labor (excluding executive, administrative, and supervisory positions), the contractor and all sub-tier contractors must give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined by 15 U.S.C. 632) owned and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

m. CERTIFICATION OF OFFERER/BIDDER REGARDING DEBARMENT

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

n. DAVIS BACON

Professional Services - The emergence of different project delivery methods has created situations where Professional Service Agreements (PSA) include tasks that meet the definition of construction, alteration or repair as defined in 29 CFR Part 5. If such tasks result in work that qualifies as construction, alteration or repair and it exceeds \$2,000, then Respondent will be required to comply with the Davis Bacon prevailing wage requirement and it will be included in the Professional Services Agreement.

o. TEXTING WHEN DRIVING

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving" (10/1/2009) and DOT Order 3902.10 "Text Messaging While Driving" (12/30/2009), the FAA encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or sub-grant.

In support of this initiative, the Owner encourages the Contractor to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Contractor must include the substance of this clause in all sub-tier contracts exceeding \$3,500 and involve driving a motor vehicle in performance of work activities associated with the project.

p. AFFIRMATIVE ACTION -49 USC § 47123

Respondent's Obligation

Respondent will assure that no person is excluded from participation in, denied the benefits of, or otherwise discriminated against in connection with the award and performance of any contract, including leases covered by 49 CFR 23 on the grounds of race, color, national origin or sex. Failure to make full disclosure as required above may result in disqualification of proposal or, if discovered after award, in termination of aforementioned agreement.

q. EQUAL OPPORTUNITY

Equal Employment Opportunity Policy Statement

The Monterey Peninsula Airport District is committed to equal employment opportunity and requires that its agents, lessees and others doing business with the Airport adhere to Title VI of the Civil Rights Act of 1964, as amended, and any other applicable Federal and State laws and regulations hereinafter enacted.

r. NON-SEGREGATED FACILITIES

(a) The Contractor agrees that it does not and will not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The Contractor agrees that a breach of this clause is a violation of the Equal Opportunity clause in this contract.

(b) "Segregated facilities," as used in this clause, means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees, that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, sex, or national origin because of written or oral policies or employee custom. The term does not include separate or single-user rest rooms or necessary dressing or sleeping areas provided to assure privacy between the sexes. (c) The Contractor shall include this clause in every subcontract and purchase order that is subject to the Equal Opportunity clause of this contract.

s. PROCUREMENT OF RECOVERED MATERIALS

Contractor and subcontractor agree to comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, and the regulatory provisions of 40 CFR Part 247. In the performance of this contract and to the extent practicable, the Contractor and subcontractors are to use of products containing the highest percentage of recovered materials for items designated by the Environmental Protection Agency (EPA) under 40 CFR Part 247 whenever:

- a) The contract requires procurement of \$10,000 or more of a designated item during the fiscal year; or,

- a) The contractor has procured \$10,000 or more of a designated item using Federal funding during the previous fiscal year.

The list of EPA-designated items is available at:

www.epa.gov/epawaste/consERVE/tools/cpg/products/.

Section 6002(c) establishes exceptions to the preference for recovery of EPA-designated products if the contractor can demonstrate the item is:

- a) Not reasonably available within a timeframe providing for compliance with the contract performance schedule;
- b) Fails to meet reasonable contract performance requirements; or
- c) Is only available at an unreasonable price.

t. TERMINATION FOR CONVENIENCE (CONSTRUCTION & EQUIPMENT CONTRACTS)

The Owner may terminate this contract in whole or in part at any time by providing written notice to the Contractor. Such action may be without cause and without prejudice to any other right or remedy of Owner. Upon receipt of a written notice of termination, except as explicitly directed by the Owner, the Contractor shall immediately proceed with the following obligations regardless of any delay in determining or adjusting amounts due under this clause:

1. Contractor must immediately discontinue work as specified in the written notice.
2. Terminate all subcontracts to the extent they relate to the work terminated under the notice.
3. Discontinue orders for materials and services except as directed by the written notice.
4. Deliver to the owner all fabricated and partially fabricated parts, completed and partially completed work, supplies, equipment and materials acquired prior to termination of the work and as directed in the written notice.
5. Complete performance of the work not terminated by the notice.
6. Take action as directed by the owner to protect and preserve property and work related to this contract that Owner will take possession.

Owner agrees to pay Contractor for:

- a) completed and acceptable work executed in accordance with the contract documents prior to the effective date of termination;
- b) documented expenses sustained prior to the effective date of termination in performing work and furnishing labor, materials, or equipment as required by the contract documents in connection with uncompleted work;

- c) reasonable and substantiated claims, costs and damages incurred in settlement of terminated contracts with Subcontractors and Suppliers; and
- d) reasonable and substantiated expenses to the contractor directly attributable to Owner's termination action

Owner will not pay Contractor for loss of anticipated profits or revenue or other economic loss arising out of or resulting from the Owner's termination action.

The rights and remedies this clause provides are in addition to any other rights and remedies provided by law or under this contract.

TERMINATION FOR DEFAULT (EQUIPMENT)

The Owner may, by written notice of default to the Contractor, terminate all or part of this Contract if the Contractor:

1. Fails to commence the Work under the Contract within the time specified in the Notice-to-Proceed;
2. Fails to make adequate progress as to endanger performance of this Contract in accordance with its terms;
3. Fails to make delivery of the equipment within the time specified in the Contract, including any Owner approved extensions;
4. Fails to comply with material provisions of the Contract;
5. Submits certifications made under the Contract and as part of their proposal that include false or fraudulent statements;
6. Becomes insolvent or declares bankruptcy;

If one or more of the stated events occur, the Owner will give notice in writing to the Contractor and Surety of its intent to terminate the contract for cause. At the Owner's discretion, the notice may allow the Contractor and Surety an opportunity to cure the breach or default.

If within [10] days of the receipt of notice, the Contractor or Surety fails to remedy the breach or default to the satisfaction of the Owner, the Owner has authority to acquire equipment by other procurement action. The Contractor will be liable to the Owner for any excess costs the Owner incurs for acquiring such similar equipment.

Payment for completed equipment delivered to and accepted by the Owner shall be at the Contract price. The Owner may withhold from amounts otherwise due the Contractor for such completed equipment, such sum as the Owner determines to be necessary to protect the Owner against loss because of Contractor default.

Owner will not terminate the Contractor's right to proceed with the Work under this clause if the delay in completing the work arises from unforeseeable causes beyond the control and without the fault or negligence of the Contractor. Examples of such acceptable causes include:

acts of God, acts of the Owner, acts of another Contractor in the performance of a contract with the Owner, and severe weather events that substantially exceed normal conditions for the location.

If, after termination of the Contractor's right to proceed, the Owner determines that the Contractor was not in default, or that the delay was excusable, the rights and obligations of the parties will be the same as if the Owner issued the termination for the convenience the Owner. The rights and remedies of the Owner in this clause are in addition to any other rights and remedies provided by law or under this contract.

u. DEBARMENT AND SUSPENSION

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

v. CONTRACT WORKHOURS AND SAFETY STANDARDS

Respondent must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Respondent retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Respondent must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

w. CERTIFICATION REGARDING LOBBYING

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and

contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

x. BREACH OF CONTRACT TERMS

Any violation or breach of terms of this contract on the part of the contractor or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement.

Owner will provide Contractor written notice that describes the nature of the breach and corrective actions the Contractor must undertake in order to avoid termination of the contract. Owner reserves the right to withhold payments to Contractor until such time the Contractor corrects the breach or the Owner elects to terminate the contract. The Owner's notice will identify a specific date by which the Contractor must correct the breach. Owner may proceed with termination of the contract if the Contractor fails to correct the breach by deadline indicated in the Owner's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

y. CLEAN AIR AND WATER POLLUTION CONTROL

Contractor agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 U.S.C. § 740-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251-1387). The Contractor agrees to report any violation to the Owner immediately upon discovery. The Owner assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration.

Contractor must include this requirement in all subcontracts that exceeds \$150,000.

z. DRUG FREE WORKPLACE

Government-wide Requirements for Drug-free Workplace –49 CFR Part 29 requires that the Respondent has full responsibility to monitor compliance to the referenced statute or regulation.

TECHNICAL SPECIFICATION

MONTEREY PENINSULA AIRPORT DISTRICT

OSHKOSH STRIKER 4x4

AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLE

WITH AGENT CAPACITIES OF
1,500 GALLONS OF WATER
210 GALLONS OF AFFF CONCENTRATE
500 POUND DRY CHEMICAL SYSTEM

5/15/2024



STRIKER

4x4

The Oshkosh® Striker® vehicle maximizes your firefighting arena. Get exceptional fire suppression, mobility, and safety in the redesigned 4x4 – with more technology and firefighting system options than ever before.

OSHKOSH
AIRPORT
PRODUCTS

CAB PAINT

The cab will be painted #101 Gloss Black (FLNA 40119), the fenders will be painted #35 Safety Lime (FLNA 10322), and the skidplate inserts will be painted #35 Safety Lime (FLNA 10322). Final colors and layout will be confirmed prior to vehicle construction.

BODY PAINT

The body will be painted #35 Safety Lime (FLNA 10322), the chassis will be #99 Semi Gloss Black (FLNA 41735) and the hubs will be painted #35 Safety Lime (FLNA 10322). Final paint colors and layout will be confirmed prior to vehicle construction.

REFLECTIVE STRIPING / GRAPHICS

Striping and lettering will be provided and installed to meet customer requirements. The graphics package will be presented to and confirmed by the end user prior to approval packet submission.

LABELS

The vehicle will be furnished with all informational, functional and safety related labels necessary for operating the vehicle and systems as required by local requirements. The labels will be in the English language.

ENVIRONMENTAL CONDITIONS

The vehicle will be capable of operation in temperatures ranging from 0 C (33 F) to 50 C (122 F).

CAB ERGONOMICS AND ACCESSORIES

Cab Features

The cab will be 3-point mounted on rubber bushings and constructed of welded aluminum extrusions, aluminum plates and bonded fiberglass panels. The design and construction of the cab will provide the best strength to weight ratio to prevent cab collapse in the event of a vehicle rollover. The cab will comply with ECE R29-3 standards/directive for occupant protection of a commercial vehicle. The cab will include gutters of sufficient size to prevent foam and water from dripping onto the windshield and side windows during turret discharge operations. The cab will have a minimum internal volume of 275 cubic feet (7.79 cubic meters) with a lateral field of vision of 254 degrees (127 degrees left and right of center), with 90 degrees upward and 25 degrees downward visibility when measured from the center of the cab. The cab ground visibility for the driver will be a minimum nearest point of 8.8 feet (2.7 meters) in front of the vehicle.

The cab will have the following features:

- Control console provided between driver and officer positions
- Dashboard console and gauges in front of driver position
- Integrated electronic control and diagnostic systems
- Interior surface coating will be a painted durable grey spatter type finish

CAB DOORS

Access to the cab will be gained with a single hinged door located on each side of the vehicle that opens at least to a 90-degree angle. Woven nylon door check straps will be installed on each door to limit opening travel. The bottom of the cab door openings will include scuff plates for surface protection.

CAB DELUGE SYSTEM

The cab windshield will be equipped with a windshield deluge system. Four (4) brass nozzles will be spaced across the face of the cab above the windshield to distribute clear water from the vehicle water tank. The deluge system will have a 24-volt DC pump motor with an in-line strainer and will automatically drain the deluge system piping outside the compartments automatically when deactivated. The deluge system will be activated by a switch in the cab and when switched on, the windshield wipers will also be activated automatically while the system is in operation.

CAB DOOR INTERIOR GRAB HANDLES

The cab doors will have angled tubular grab handles with an integrated door opening mechanism. The door opening mechanism will be operable with a gloved hand and release the door latch when the interior button/lever is depressed. The door grab handles will have a durable single stage semi-gloss black paint applied to the surface.

CAB GRAB HANDLES

There will be grab handles covered with cushioned and slip resistant material located inside the driver's and passenger door openings to facilitate safe entry and exit from the cab. The grab handles will be placed to ensure three-point contact can be maintained.

CAB CENTER CONSOLE

The cab will have an angled top center console located between the driver and turret operator seating positions. The upper surface of the center console will be angled upward toward the rear of the cab to raise the installed components to a more ergonomic height for the driver and turret operator.

CAB STEPS

There will be a heavy duty step provided below the left side and right side cab doors. The steps will include an aggressive pattern on the stepping surface to provide high traction when entering or exiting the cab. The step design will be self-cleaning so that a maximum amount of water, snow, mud or other debris can fall off or through the step. The step will be collapsible and spring loaded to allow the step to contact obstacles and ensure that the required 30 degree angle of approach at the front of the of the vehicle and return to the default shape.

CAB VISIBILITY

There will be a total of 7.8 m² (84 ft².) area for superior visibility of shatterproof automotive tinted safety glass installed in the cab for all windows certified to DOT and ECE 43.

The window measurements will be as follows:

1. A tinted single-piece laminated windshield 3.99 m² (42.9 ft².)
2. Tinted tempered glass upper door window with surface area of 0.66 m² (7.15 ft².)
3. Tinted tempered glass upper rear cab window with surface area of 0.41 m² (4.44 ft².)
4. Tinted tempered glass front angled lower corner window with surface area of 0.34 m² (3.7 ft².)
5. Tinted tempered glass lower door window with surface area of 0.5 m² (4.9 ft².)

CAB DOOR WINDOWS

The cab doors will be equipped with electric controlled slide type windows. There will be a control switch provided for each cab door sliding window that are accessible by the seated driver and turret operator. located on the center console.

CAB MIRRORS

The vehicle cab will be equipped with two (2) Rosco 8 inch x 17 inch (203 millimeters x 432 millimeters) door mounted combination flat and convex mirrors, one (1) located on each side of the cab. The mirrors will be heated and electrically adjustable. The horizontal rotational viewing range will be no less than 60 degrees. Electrical switches for the mirror adjustment and heating feature will be provided within easy reach of the driver.

Two (2) rectangular convex lens spotter mirrors will be provided on the A pillars of the cab structure to eliminate blind spots in front of the vehicle. One (1) mirror will be mounted on the left side of the vehicle and one (1) mirror will be mounted on the right side of the vehicle.

CAB INTERIOR

The cab will be weather-tight, acoustically and thermally insulated to provide noise level not to exceed 85 dB (A) at the driver's ear position. Foam-backed black textured rubber material will cover the interior floor of the cab. The rear wall of the cab will have vinyl covered foam material to dampen noise. The cab will have five (5) vinyl covered, manually adjustable sun visors.

ROOF HATCH

The roof hatch will be constructed from acrylic and will be located on the left side of the cab roof above the outermost seat. The roof hatch will have two (2) manual latches to secure the hatch closed and two (2) gas shocks to hold the hatch lid in the open position.

CREW SPACE

DRIVER POSITION (CENTER)

The driver's seat will be Seats, Inc., 911 Series non-SCBA type with an integral 3-point seat belt. The seat will be air-ride adjustable, include a manual tilt seatback adjustment and a manual forward/backward slide adjustment feature. The seat cover material will be black vinyl resistant to wear and staining.

RIGHT TURRET OPERATOR SEAT POSITION

The right side turret operator/officer seat will be a Seats, Inc., 911 Series non-SCBA compatible with an integral red 3-point seat belt. The seatback will have an adjustable design and will be a slide adjustable non-suspension type. The seating material will be vinyl, black in color and resistant to wear and staining.

LEFT OUTSIDE SEAT POSITION

There will be a universal SCBA holder installed in the left outside seat position. The SCBA holder will be a Zico Ziamatic ULLH Load and Lock bracket.

LEFT INSIDE SEAT POSITION

The left inside seat will be a Seats Inc., 911 Series SCBA compatible with an integral red 3-point seat belt. The seat will have a non-adjustable design and will be fixed mounted. The seating material will be vinyl, black in color and will be resistant to wear and staining.

RIGHT INSIDE SEAT POSITION

There will be a universal SCBA holder installed in the right inside seat position. The SCBA holder will be a Zico Ziamatic ULLH Load and Lock bracket.

AIR CONDITIONING AND HEATING

A 41,300 BTU Bergstrom, air conditioning (HFC 134A refrigerant) system, integral with the vehicle 60,000 BTU Bergstrom, heater defroster unit will be provided with a 313cc AC compressor driven from the vehicle engine.

SIREN / PA SYSTEM

Siren Head

The vehicle will be equipped with a full function siren with public address capability. The siren will be a Whelen, Model 295SL series. The siren head will be backlit for visibility in dark or low light conditions. The siren system will include a hard wired microphone.

Siren Speaker

There will be one (1) Whelen, Model SA315 Series 100-watt speaker mounted at the lower portion of the front skidplate assembly.

AIR HORNS

There will be dual Bendix air horns mounted underneath the cab, forward of the driver. The air horns will be activated by a switch located in the center of the steering wheel.

FOOT SWITCHES

Driver Position

There will be two (2) foot switches provided in the cab at the driver seating position. One (1) foot switch will activate the vehicle air horns and one (1) foot switch will activate the siren or public address system.

Turret Operator Position

There will be two (2) foot switches provided in the cab at the turret operator seating position. One (1) foot switch will activate the vehicle air horns and one (1) foot switch will activate the siren or public address system.

VIDEO SYSTEMS

THERMAL IMAGING CAMERA

There will be an IRIS Innovations, IRIS-093, NFPA 2020 compliant thermal imaging camera fix mounted to the roof turret. The thermal imaging camera will aid the driver and crew during complete darkness, severe weather, smoky, foggy or other low visibility conditions. The camera will follow the turret movement for rotation and elevation.

REAR NAVIGATION CAMERA

There will be a rear facing navigation camera to aid in movement while traveling in reverse or to view the area directly behind the vehicle. A compact, fixed image color camera will be provided and will feature LED infrared illuminators to enhance the visible image in low-light situations. The infrared LEDs will have automatic day/night sensing to adjust the image in all lighting conditions. The camera will be mounted at the midpoint of the rear ladder, will activate automatically when the vehicle is placed in reverse and will have a manually activated switch in the cab. The camera image will be shown on the in-cab 12 inch (304.8 mm) color display.

CONTROLS

All instruments, warning lights and controls relative to truck operation will be displayed to the left of the driver so that they will be useful, convenient, and visible to the driver. All instruments, warning lights and controls relative to the firefighting system will be displayed to the right of the driver for center steer so that they will be ergonomic, convenient, and visible to both the driver and the officer (turret operator). Agent activation to be clearly identified with color coded switches providing the operator immediate identification of the agents. Blue will identify water, Yellow will identify water/foam, and Purple will identify dry chemical powder.

There will be a 12 inch (304.8 mm) display provided in the center of the cab control panel to aid the driver and turret operator. The display will show pump pressure, water levels, foam levels, roof turret position as well as diagnostics with fault codes. The display utilizes the Oshkosh designed control electronics which is CAN based and uses D-Series modules. The display can be user customizable and be programmed for any language.

The following cab mounted controls will be provided as a minimum:

- Accelerator Pedal
- Air Conditioner Controls
- Brake Pedal
- Color Coded Complementary Agent / System Activation
- Rotary Differential Lock Control
- Dome Light Switch Manual / Door Activated
- Foam Concentrate Reservoir Control Valve
- Headlight Switch w/ Dimmer Control
- Heater / Defroster Controls
- Horn Control
- Master Electrical Disconnect Switch (located in engine compartment)
- Panel Lights Switch with Dimmer
- Parking Brake Control
- Power Adjustable Mirror Control
- Rotary Ignition Start/Stop Switch
- Siren Switch with Microphone
- Switches for Emergency Beacon(s) / Strobe(s)
- Switches for Exterior Lights

- Switches for Non-Emergency Amber Beacon(s) / Strobe(s)
- Tilt / Telescoping Steering Wheel Column
- Transmission Range Selector
- Turret Control
- Windshield deluge
- Windshield Wiper and Washer, column mounted
- Cup Holders
- Hand throttle

Instruments and Warning Lights

The following instruments and warning lights will be provided in the cab:

- Air Pressure (brake and other air-driven accessories)
- Complementary Agent Tank-Charged Indication
- Beacon / Strobe Indicator (s)
- Foam Agent Tank Level Indicator
- Water Tank Level Indicator
- Water Pump Pressure
- Low Air Pressure Warning
- Compartment Door Open Indicator
- Differential Lock Indicator
- Engine Coolant Temperature
- Engine Tachometer
- Fuel Level
- Headlight Beam Indicator
- Speedometer / Odometer
- Voltmeter
- Low Engine Coolant Audible / Visual Alarm
- Digital clock
- Low Oil Pressure / High Water Temperature Audible / Visual Alarm
- Complementary Agent System Pressure Indicator

LATERAL ACCELEROMETER

There will be an electronic rollover warning system provided. The system will detect "g" forces exerted on the vehicle. A display will be integrated into the vehicle dash in view of the driver and include an audible alarm. The sensor base unit will be installed in an easily accessible location within the cab.

MONITORING AND DATA ACQUISITION SYSTEM (MADAS)

A Monitoring and Data Acquisition System (MADAS) which is an electronic vehicle system analyzer that constantly records preprogrammed vehicle characteristics will be installed for the collection of various performance measurements to monitor, as a minimum, the following:

1. Vehicle speed
2. Transmission gear

3. Vehicle heading
4. Lateral acceleration
5. Vertical acceleration
6. Longitudinal acceleration and deceleration
7. Brake Application
8. Engine rpm
9. Throttle position
10. Steering input
11. Vehicle braking input (pedal position and brake pressure)
12. Date, time, and location for all data collected

The MADAS system will record information and store the critical period of time including 120 seconds before an event and 15 seconds afterwards. It will require a customer supplied portable PC. The MADAS system will include software to download and to use the data.

The MADAS system will require no operator input, and until it is triggered by an event all of its' operation will be fully automatic. When an event occurs, the MADAS will provide a fault code to the operator on the main display screen in the cab. When active and ready to record vehicle attributes, it will report that to a visual indicator in the cab.

The MADAS system will be capable of recording a minimum of thirty events. Data logger capacity will be indicated to the operator via the main display. Access to the memory for downloading, viewing or deleting will require a pass code. The data software will include native features such as graphing analyses. The system will be designed so that the data being recorded will not be lost or overwritten immediately after the incident due to the use of an emergency shut-off or a master electrical disconnect switch.

ELECTRICAL SYSTEM

Lighting and Marking System

The vehicle will be equipped with lighting designed and installed to be compliant with requirements of Federal Motor Vehicle Safety Standard - FMVSS 108.

Clearance / Marker Lighting

All clearance and marker lights will be LED type, 24-volt DC. The lights will be placed in the required locations at the front, sides and rear of the vehicle.

A minimum of four (4) amber LED side marker lights will be located on each side of the vehicle. One (1) of the amber side marker lights will also function as a turn signal indicator and will be located on the cab or bodywork adjacent to the cab.

One (1) red LED marker light will be located on each side of the vehicle nearest to the rear.

Five (5) amber LED clearance lights will be mounted at the front of the vehicle.

A centered high mount red LED brake light will be installed at the rear of the vehicle and a series of five (5) red LED clearance lights will be mounted at the rear across the top of the bodywork.

Turn Signal Indicators

Two (2) 4 inch (102 mm) diameter round amber LED lights will be placed at the front bumper to function as front marker and turn signal indicator lights.

Two (2) LED light assemblies will be installed at the rear of the vehicle with integrated reverse, stop, tail and turn light functions. The amber turn signal indicators will be located at the outside edge of each assembly, the clear backup lights will be located in the middle and red tail/brake lights will be located to the inside of the housing. The turn signals will be self-cancelling by the cancel cam in the steering column.

HEADLIGHTS

There will be two (2) FMVSS/ECE compliant LED headlights installed, one (1) on each side at the front of the vehicle. The headlights will be certified for local requirements for right-hand traffic (RHT/left-hand steering). A rotary headlight activation switch will be provided on the dashboard and a high/low beam headlight dimmer switch will be provided on the steering column.

HEADLIGHT ALTERNATING FLASH

The high beam headlights will have an alternating flash emergency lighting function. An activation switch will be provided in the cab emergency lighting switch panel to control the high beam flash. The headlight flash switch will be enabled only when the ignition and master warning light switches are both in the on position. The alternating flash functions will automatically be deactivated when the headlight switch is active and the high beam headlights are activated or the parking brake is set and the vehicle is shifted into neutral.

GROUND LIGHTING

There will be ground lighting installed under the vehicle to illuminate the adjacent ground/work area. The ground lights will be IP 68 rated Luma Bar white LED strip lights encased in aluminum housings. There will be an ON/OFF ground lighting activation switch located in the cab and in addition, the ground lighting will only operate with the parking brake applied and transmission in neutral. The eight (8) lights will be distributed as follows:

- Two (2) under the cab doors, one (1) on each side
- Four (4) under the body compartments, two (2) on each side
- Two (2) under the engine compartments, one (1) on each side
- Two (2) under the rear of the vehicle, one (1) on each side aimed rearward

FOG / DRIVING LIGHTS

No drive lights or fog lights will be provided.

SECONDARY DAYTIME RUNNING LIGHTS

No secondary DRL (daytime running lights) will be provided on the front skidplates.

LICENSE PLATE ILLUMINATION

There will be two (2) license plate brackets with LED lights provided on the vehicle to install standard U.S. sized license plates. One (1) license plate bracket with LED illumination will be installed on the left

the front skidplate and one (1) license plate bracket with LED illumination will be installed at the left rear of the vehicle. The license plate lights will be activated with the marker lights.

CAB SCENE / WORKLIGHTS

There will be two (2) 24-volt DC Juluen WLE LED cab worklights with black housings mounted above the windshield. The cab worklights will have an output of 4,800 raw lumens each and will be activated from within the cab by a switch on the center console.

SCENE / WORKLIGHTS - SIDE

There will be four (4) 24-volt DC, Juluen LED side worklights provided on the vehicle. Two (2) lights will be installed on the left side of the vehicle and two (2) lights will be installed on the right side of the vehicle. The lights will be controlled by an on/off switch in the cab and one (1) switch, operational from ground level mounted on the side of the vehicle to control the operation of the respective lights on that side.

SCENE / WORKLIGHTS - REAR

Rear worklights are not a required option and will not be provided.

WARNING LIGHTS

PERIMETER WARNING LIGHTS

There will be ten (10) Whelen, 700 Series, 3 inch (76.2 millimeter) x 7 inch (178 millimeter) red LED warning lights installed around the lower perimeter of the vehicle at or near bumper height. Three (3) lights will be installed on the left side, three (3) lights will be installed on the right side, two (2) lights will be installed at the front and two (2) lights will be installed at the rear of the vehicle. The perimeter warning lights will be switched independently from upper warning lights.

STANDBY LIGHTING

There will be two (2) Whelen, Model L40AP, amber strobe standby beacon lights with clear lenses located on the roof of the vehicle. The lights will be located close to the mid-point of the water tank, one (1) on the left side and one (1) on the right side for 360-degree visibility and switched from within the cab.

FRONT UPPER WARNING LIGHTS

There will be two (2) Whelen, Model L40, red LED warning beacon lights installed on the roof of the vehicle near the front of the body. One (1) light will be installed on the left side and one (1) light will be installed on the right side. The lights will be activated with the upper warning light switch in the cab.

UPPER REAR WARNING LIGHTS

There will be two (2) Whelen, Model L40BF, red LED warning beacons installed on the roof of the engine cowling at the rear of the vehicle. One (1) beacon will be installed on the left side and one (1) beacon will be installed on the right side. The upper rear warning lights will be activated by a switch in the cab on the left side of the dash panel.

COMPARTMENT LIGHTING

There will be 24-volt DC Amdor white LED strip lighting provided to illuminate the interior of the compartments. The compartment lighting will be switched with the opening or closing of the roller

shutter door with the ignition in the "ON" position. An indicator light in the cab will illuminate when a compartment door is not in the closed position to alert the driver.

POWER GENERATION

There will be a Harrison 10kW, 120/240-volt AC, 60Hz power generator on the vehicle placed in the right rear lower body compartment with full and easy access for maintenance and inspection. The generator will be hydraulic type powered from an on-board PTO and hydraulic power source and be switched from within the cab. An output display and circuit breaker panel will be located adjacent to the generator. The generator will be equipped with an automatic shut-down based on the following conditions:

- Frequency Too High
- Frequency Too Low
- Invalid speed signal from integral hydraulic motor

SIDE MOUNTED WIDELIGHTS

There will be two (2) FRC Spectra, model K20, 20,000 lumen, 120-volt AC LED widelights with white housings provided, one (1) on each side of the vehicle. The lighthead will be adjustable, mounted on manually raised telescopic poles. The lights will be powered by the on board generator electrical system and activated by a switch on the center console in the cab. An indicator light in the cab will illuminate when the lights are not in the stowed position to alert the driver.

OUTLETS

There will be two (2) 120-volt AC, 15-amp duplex receptacles with one (1) NEMA L5-15R twist-lock outlet and one (1) NEMA 5-15R straight-blade outlet provided, one (1) on each side of the vehicle mounted to the rear wall of the front lower body compartments. The outlets will have hinged weatherproof covers and be GFI protected. The compartment outlets will receive power from the on-board generator.

POWER SUPPLIES

A 24-volt DC vehicle electrical system will be provided. The vehicle DC power will be supplied by dual alternator charging systems. A warning system will be provided in the cab to indicate an alternator failure.

The electrical system will include the following:

- Four (4) group 31, 12-volt DC maintenance free, flooded lead-acid Exide batteries with a minimum of 950 CCA @ 0 degree F (each).
- Provisions for jump starting the vehicle will be provided within the battery box in the right side engine compartment. A warning label will state that connecting incorrectly to a 12-volt DC system will cause electrical system damage.
- A backlit remote voltmeter will be installed adjacent to the batteries to read the battery state of charge.
- An engine start disable switch will be provided in the left side engine compartment that will prevent the vehicle from being started from the cab during routine maintenance.

- A lockable total vehicle master electrical disconnect switch rated for full vehicle current to completely de-energize the DC electrical system after the switch.
- Unused electrical distribution connectors or components located on the walls of the upper and lower compartments will have sturdy protective coverings installed to prevent unwanted contact with stored gear.

BATTERY CHARGER

There will be a Delta Q, 120/220-volt AC, 60/50 Hz waterproof battery charger installed in the right rear engine compartment to maintain the chassis batteries. The charger will incorporate a microprocessor controller and will charge and maintain the batteries automatically.

AUXILIARY AIR COMPRESSOR

There will be an on board auxiliary air compressor provided to maintain the vehicle's air system pressure powered by the AC inlet connection. The auxiliary air compressor will be mounted on the interior of a compartment. The compressor will be the rocking piston type and will have two (2) aluminum cylinders with an inlet air filter. The air compressor drive will be a totally enclosed, 1/2 horsepower, 120-volt AC motor with capacitor start and thermal protection. The design of the air compressor will allow for minimum vibration to be transferred to the mounting surface.

ENGINE PREHEATER

An engine coolant preheater is not required and will not be provided.

RECEPTACLE INLET

There will be one (1) Kussmaul™, 30-amp, 120-volt AC shoreline inlet provided to operate the dedicated 120 volt AC circuits on the left-side of the cab. The shoreline will be connected to the battery charger, auxiliary air compressor and engine pre-heater. The shoreline inlet will include yellow weatherproof flip up cover.

There will be a release solenoid wired to the vehicle's starter to eject the AC connector when the engine is starting.

There will be a mating connector body supplied with the loose equipment.

There will be a label installed near the inlet(s) that state the following:

- Line Voltage
- Frequency

AUXILIARY START FEATURE

There will be 24-volt DC positive and negative posts for jump starting the vehicle provided in the right engine access compartment. The jumper studs will be located adjacent to the battery box and will have removeable color coded protective plastic covers; a red cover for the positive stud and a black cover for the negative stud.

AIR INLET RECEPTACLE

An air inlet receptacle is not required and will not be provided.

AIR OUTLET RECEPTACLE

No air outlet receptacle is required.

ENGINE AND ACCESSORIES

ENGINE

There will be a certified EPA Tier 4f, Stage IV, Scania, Model DC16, water cooled V8 design engine with a displacement of 15.9 liters (957 cubic inches). The engine will produce a maximum of 500 kw (670 hp) and electronically limited to 2,644 Nm (1,950 ft. lbs.) of torque at 2,100 RPM. The engine will have common rail fuel injection system and will be equipped with a single turbo charger with an electronic fuel management system. The engine will have a Selective Catalyst Reduction (SCR) system for the mitigation of engine emissions. The urea tank will be minimum 102 liters (27 gallons U.S.).

An engine high idle control will be provided to maintain the engine idle at approximately 1,450 rpm when activated. The control for this system will be safety interlocked to activate only after the transmission has been placed in the neutral position and the parking brake has been set.

An electronically controlled engine governor will be provided and set to limit engine speed so that it will not exceed the maximum rpm recommended by the engine manufacturer.

TRANSMISSION

There will be an Allison, EVS-4800 Series, planetary type, fully automatic, electronic controlled seven-speed transmission provided. The transmission will be separate from the transfer case and located at the rear for easier maintenance. The seven-speed transmission creates better gear ratios, smoother shifting, and less wear and tear on drive components.

POWER DIVIDER

There will be a power divider to allow the pump to be engaged at any speed or engine RPM and in any gear which is automatically activated for pump operation when the pump switch is engaged from the cab. When in pump mode, the pumping RPM will increase automatically only after a discharge orifice is opened, to minimize heat build-up during standby operation.

ENGINE AIR CLEANER

The engine will be equipped with an easily replaceable canister type single stage air filter with a pleated paper element. The engine fresh air inlet will have a bonnet installed on the intake piping to shed water and will be located on the roof of the vehicle.

EXHAUST SYSTEM

The vehicle will have a vertical stainless steel exhaust stack with a rain cap. The exhaust outlet will be located on the roof of the vehicle.

FUEL PRIMING PUMP

The vehicle fuel system will be equipped with a 24-volt DC electric fuel priming pump. The activation switch will be located on the interior of the left engine compartment near the fuel filters.

MUDFLAPS

There will be a rubber mud flap provided behind each wheel well to minimize the amount of road debris cast behind the vehicle by the tires.

CHASSIS AIR

The vehicle will be equipped with a Bendix, Model AD-IS, air dryer. The air dryer module will include an integrated air dryer, a reservoir, a governor, a heater and four pressure protection valves.

FUEL TANK CAPACITY

The fuel tank will be constructed from formed and welded aluminum with a fluid capacity of 80 gallons (303 liters). The fuel tank will have a bottom drain plug and the filler pipe will be located no higher than 60 in. (152 cm) from ground level on the left side of the vehicle. The fuel tank cap will have provisions to install a lock to prevent the cap from being removed. An anti-drain vent valve will be installed on the fuel tank to prevent fuel spillage in the event of a rollover. A fuel water separator with drain valve will be provided for the main engine.

STEERING & SUSPENSION SYSTEM

The front and rear axles will have adequate capacity to carry the fully loaded vehicle under all intended operating conditions. For vehicle handling, stability and off-runway performance, the axles will have an identical track width of 96 inches (244 cm).

The axles will consist of the following:

1. Front Axle - 31,000 pounds (14,061 kg) rating, double reduction (axle housing and wheel end), enclosed steering drive ends, bevel gear differential with driver operated differential lock.
2. Rear Axle - 31,000 pounds (14,061 kg) rating, double reduction (axle housing and wheel end), bevel gear differential with driver operated differential lock.

The suspension will incorporate the following design elements:

1. Upper and lower control arms will be used on each side of the axle.
2. Each axle will be equipped with an anti-roll bar for increased cornering stability.
3. Steering and non-steering axles will have an adjustable tie rod for alignment of the wheel to the center of the chassis.
4. Each wheel position will have at least one (1) coil spring and one (1) heavy-duty dual acting shock absorber.
5. All pivot and joints will be designed to meet the 20-year service life of ARFF vehicles and include only two (2) grease points per wheel and with proper Oshkosh factory alignment does not require special maintenance.

An off-road, high mobility Oshkosh TAK-4, all-wheel Independent suspension system will be provided resulting in no more than 0.5 g rms acceleration at the seat of the vehicle when traversing an 8 inch (24 cm) half round at 35 mph (56 km/h) without causing injury to the operating personnel, loss of vehicle control, or damage to the vehicle. The design will allow the vehicle to travel safely at minimum off-road speeds of 35 mph (56 km/h). The Oshkosh TAK-4, Independent suspension system design will allow for a minimum of 16 inches (406 mm) of total wheel travel.

The chassis will be equipped with power assisted FMVSS compliant steering that will permit manual steering to bring the fully loaded vehicle to a safe stop in the event of power assist failure. A tilt / telescoping steering wheel will be provided.

BRAKE SYSTEM

The vehicle will be equipped with a dual air braking system including front and rear brakes with an overall vehicle tread width of 3,048 mm (120 in.) in accordance with FMVSS 121 Legislation. The brakes will be drum type and equipped with automatic brake adjusters, to be clutch and worm drive type. The system will feature a dual type brake treadle valve with separate supply and delivery circuits. The system to include an all-wheel, split-circuit, powered-assisted service brake, a modulated emergency brake, and a parking brake.

There will be a 6S-6M electronic antilock brake system with a sensor and modulator at each wheel controlled by an electronic control unit (ECU). The ECU will monitor wheel speed during braking and modulate the brakes when excessive wheel slip or lockup is detected. The ECU will blend the feedback from steering wheel ends to reduce steering wheel pull during an ABS event. There will a be provision for ABS diagnostics provided.

The brake system will have the following features:

1. A Bendix AD-IS, automatic air-drying system downstream of the compressor.
2. Air brake chamber for each brake with self-adjusting mechanisms.
3. Drain on all reservoirs controlled from one common location on the exterior of the vehicle.
4. Visual and audible low air pressure warning device.
5. A manual parking brake valve will be installed in the cab within easy reach of the driver.

The brake system will meet the following design requirements:

1. Capacity to increase air pressure in the supply and service reservoirs from 85 to 100 psi (552 to 690 kPa) when the engine is operating at the vehicle manufacturer's RPM in less than 25 seconds.
2. Capacity for buildup of tank pressure from 0 psi (0 kPa) to the pressure required to release the spring brakes within 15 seconds relying solely on vehicle air compressor.
3. Have a volume 12 times the total combined brake chamber volume at full stroke.

The brake system will meet the following performance requirements at gross vehicle weight (fully laden):

1. Service Brake: (Depending on truck configuration)
 - A. Stopping Distance from 20 mph (32 km/h) : Maximum 33 feet (10 meters)
 - B. Stopping Distance from 40 mph (64 km/h) : Maximum 121 feet (37 meters)
 - C. Hold Fully Loaded Vehicle: Minimum 50% Grade Ascending & Descending
2. Emergency Brake: (Depending on truck configuration)
 - A. Stopping Distance from: 64 km/h (40 mph): Maximum 288 feet (86 meters)
3. Parking Brake:
 - A. Hold Fully Loaded Vehicle: Minimum 20% Grade Ascending & Descending

WHEEL AND TIRE ASSEMBLY

The vehicle will be equipped with TechKing, Model ETMT, size 24R21 all-terrain radial tires. The tires will be tubeless type with full width steel belting and tread non-directional, mounted on steel wheels.

SPARE TIRE

The quantity of spare tire and wheel assemblies included with the vehicle and shipped loose will be one (1) Each spare tire and wheel assembly will be composed of one (1) new and unused Techking 24R21 ETMT tire and one (1) new wheel assembly. Each spare tire and wheel assembly will be interchangeable with any wheel position on the vehicle.

WHEEL PAINT COLOR

The wheels will be painted #35 Safety Lime Yellow (FLNA 10322)

UPPER MOUNTED EQUIPMENT

TOP MOUNTED LADDER

No top mounted ladder is required.

FIREFIGHTING SYSTEM

COMPLEMENTARY AGENT SYSTEM

DRY CHEMICAL SYSTEM

There will be a dry chemical system provided with a 500 lb. (226 kg) storage vessel for dry chemical fire-fighting agent. The system will include piping, valves, an over pressure safety valve and other components necessary for the storage and discharge of dry chemical complementary agent. The design of the dry chemical vessel and the piping and valving will be done according to all applicable ASME code. Provisions will be provided for purging the system without having to discharge remaining dry chemical agent.

The system will include:

1. Quick acting agent system activation controls will be accessible to the seated driver and at least one other crew position. Similar controls will be located near the agent handline.
2. Cab mounted pressure indicators will be installed that, when the system is activated, will allow the vehicle operator to determine the propellant reservoir status as well as the system operating pressure.
3. There will be air system clean out provisions for purging agent from all piping and hose after use, saving the remaining chemical in the vessel.
4. An electric winch will be provided to lift and lower the nitrogen cylinder from the ground level to the stored position. The design will be such that it will allow for operators to perform the nitrogen cylinder re-servicing without the need for any heavy lifting.
5. Remote LED bar graph type pressure gauges will be provided in the cab to indicate system operating pressure and the propellant cylinder pressure.

DRY CHEMICAL FILL FUNNEL

There will be one (1) dry chemical fill funnel provided and shipped loose with the vehicle. The funnel will measure approximately 18 in. (457 mm) high, 17 in. (432 mm) in diameter at the top opening and 3.75 in. (953 mm) at the bottom opening.

NITROGEN PROPELLANT CYLINDER

There will be one (1) full 400 ft³. (11,327 liter) when pressurized to 2,640 psi (182 bar) Nitrogen cylinder(s) provided and mounted in the truck with a pressure gauge and removable carrier. All propellant gas cylinders and valves will comply with United States Department of Transportation (DOT) requirements. Propellant gas cylinder(s) will be stored vertically and must be easily loaded and removed with the assistance of an integrated lifting device and cylinder guide.

SPARE NITROGEN CYLINDER

There will be one (1) full 400 ft³. (11,327 liter) when pressurized to 2,640 psi (182 bar) dry nitrogen propellant gas cylinder(s) with pressure gauge provided and shipped loose with the vehicle.

WATER AND FOAM SYSTEMS

AROUND THE PUMP FOAM CONCENTRATE PROPORTIONER

The vehicle will be equipped with an "around the pump" (ATP) foam proportioning system capable of metering aqueous film forming foam (AFFF) foam at a 3% ratio in accordance with NFPA. Provisions for flushing the foam system with clean water will be provided. A proportioning plate for 6% foam will be provided mounted in the left rear lower body compartment of the vehicle.

OSHKOSH ECO-EFP™ FOAM MEASUREMENT SYSTEM

A secondary surrogate foam testing system will be provided to measure the foam proportioning system performance from every discharge on the vehicle without necessitating the actual discharge of foam into the environment. The system will measure discharge flow rates for each discharge on the vehicle. The system will be fully on-board, integrated into the vehicle plumbing and the around the pump foam proportioning system. It will measure both the solution and foam fluid flow rates using only water. The system will have ability to archive foam test data for all individual discharges and provide a time and date stamp for up to three (3) years of data. An electronic display will be placed near the water pump in the left rear lower body compartment. The display will provide access to view or control system settings, diagnostics functions, current and historical data and system test function. A USB port will be provided to download digital data.

FOAM TRANSFER PUMP

There will be a Yamada, Model NDP-20, pneumatic diaphragm foam transfer pump permanently mounted in the left rear lower body compartment. The foam transfer pump will have the capability to fill or drain the vehicle foam concentrate tank. The foam transfer pump will share the primary inlet/drain connection on the left side of the vehicle and will have a selectable valve to bypass the foam transfer pump in the compartment.

FOAM SYSTEM PIPING

There will be two (2) 1.5 in. (38 mm) NSFHT threaded combination foam reservoir fill/drain connections provided. One (1) will be located on the left side of the vehicle below the left rear lower body compartment and one (1) will be located on the right side of the vehicle below the lower body compartments.

FOAM FILL/DRAIN CONNECTION

The foam fill/drain connection(s) will include two (2) 1.5 in. (38 mm) NSFHT threaded plug(s) with link chain to retain the plug(s) when removed.

FOAM TANK LEVEL LIGHTS

Foam tank level lights will not be provided.

STRUCTURAL FIRE FIGHTING SYSTEM AND CONTROL PANEL

A water tank shut off valve will be provided in the left rear lower body compartment of the vehicle.

STRUCTURAL PANEL

A pump operator's panel will not be provided.

STRUCTURAL PUMP SUCTION INLETS

No pump suction inlets will be provided. The 6 inch (152 millimeter) and 2.5 inch (64 millimeter) suction inlets will have blind caps installed.

DISCHARGE PIPING

Storage for two (2) SCBA cylinders will be provided on both left and right side front lower body compartments.

DISCHARGE CAPS

Discharge caps will not be provided.

WATER TANK

There will be a water and foam tank constructed of UV resistant Polypropylene material provided. The minimum tank capacity will be 1,585 gallons (6,000 liters) of water and 222 gallons (840 liters) of foam concentrate with a top-fill opening of at least 27 inches (689 millimeters) for water and 23 inches (584 millimeters) for foam. Both reservoirs will be vented with overflow directed to the ground. The tank will be fitted with longitudinal and transverse baffles, anti-swirl baffles, a sump and isolation valve. The tank will be provided with a lifetime warranty.

WATER TANK LEVEL LIGHTS

There will be no water tank level indicator lights provided on the upper exterior of the body or in the lower body compartments of the vehicle.

WATER PUMP AND PUMP DRIVE

The water pump will be a Waterous, Model CRQB (also commonly referred to as Model CR), single stage centrifugal design that meets all requirements of ICAO, NFPA 414 as well as FAA Advisory Circular 150/5220/10E. The pump will have a rated capacity of at least 2,000 gpm (7,511 lpm) at an operating pressure of 250 psi (17 bar) with suction vacuum at the manifold inlet of 9 IN-Hg. The pump

gearbox will be driven by a driveline from the truck power divider. The pump and pump transmission will have the ability to run continuously without overheat issues in ambient temperatures up to 110 degrees Fahrenheit (43.3 Celsius). The pump body will be vertically split on a single plane for easy removal of the entire impeller assembly including the bronze wear rings.

The pump will be constructed of the following materials:

- Pump Body: Cast gray iron, class 35, 35,000 PSI tensile strength.
- Impeller: Silicon brass, UNS C87500, 60,000 PSI tensile strength.
- Impeller Shaft: 17-4 stainless steel, 135,000 PSI tensile strength.
- Wear Ring: High leaded tin bronze, UNS C93200, 35,000 PSI tensile strength.

The water pump will be gravity primed from the vehicle water reservoir. The vehicle will have a water piping system allowing the pump to remain primed while the water pump is not engaged. This reduces the time to discharge water when a discharge is opened providing immediate operations and a quicker response to a user input.

The pump drive will be through a power divider to allow the pump to be engaged at any speed and in any gear, which is automatically activated for pump operation when the water pump switch is engaged from the cab.

When in pump mode, the pumping RPM will increase automatically only after a discharge orifice is opened, to minimize heat build-up during standby operation.

A pressure relief protection system will be provided to prevent over pressurization of the water piping system.

An automatic pump overheat protection system will be provided that will discharge to the ground.

The pump body and gearbox will be painted in a durable red primer. The entire pump will be bench tested at the original manufacturer to include 400 PSI pressure test and capacity test. A test certificate will be provided with the vehicle.

PIPING, COUPLING, CONNECTIONS AND VALVES

WATER FILL PIPING

There will be one (1) 2.5 inch (64 millimeter) NPT male and one (1) 3 inch (76.2 millimeter) NPT male water fill inlet provided on the left side of the vehicle. The water fill piping will be sized to permit filling in no more than 2 minutes from an 80 psi (5.5 bar) supply source. The water fill connection types for each will be defined later in this document.

The water fill piping will be constructed of welded passivated stainless steel with victaulic and threaded connections where necessary. All components in the water fill piping will be manufactured from stainless steel, brass or other corrosion resistant materials. There will be a brass unibody ball valve with stainless steel ball and manually operated quarter-turn handle to control the supply of water to the tank. Each inlet will have a .75 inch (19 mm) drain port with a quarter-turn valve. The drains will each extend through the compartment floor and drain onto the ground below the body.

WATER FILL CAPS

The water fill will be provided with one (1) 2.5 inch (64 millimeter) NSFHT swivel and a 2.5 inch (64 millimeter) NSFHT blind male plug with link chain lanyard.

WATER FILL CAPS

The water fill will be provided with one (1) 4.5 inch (114.3 millimeter) NSFHT male adapter and a 4.5 inch (114.3 millimeter) NSFHT blind cap with link chain lanyard.

PIPING MATERIAL

The piping material will be 304 stainless steel.

PRECONNECTED HANDLINES / CROSSLAYS

PRIMARY PRECONNECT HANDLINE

There will be a primary, preconnected handline for the discharge of water/foam provided in the forward portion of the front lower body compartments. The crosslay will be transversely mounted with access from the left or right side of the vehicle. The preconnected handline will include 200 feet (60 meters) of 1.75 inch (45 millimeter) white woven soft jacketed hose. An Elkhart Brass pistol grip handline nozzle will be provided on the handline. The minimum discharge flow rate for the primary handline will be 95 gpm (473 lpm). A removeable slide-out, polypropylene plastic crosslay hose storage tray will be provided.

The hose sections and handline nozzle will be shipped with the loose equipment.

PRIMARY PRECONNECT ACTIVATION

The primary crosslay handline will have automatic activation with controls located in the cab and in the front lower body compartments near the crosslay handline. A safety interlock system will be provided that will only allow charging of the handline after all the hose has been deployed from the crosslay. An indicator light will be provided in the cab to alert operators when the crosslay hose is fully deployed from the primary preconnect hose tray. Throttle ramp up for the pumping RPM will be accomplished automatically when the handline discharge nozzle is opened. An override throttle control will be provided for the initial charging of the primary preconnected hose should the throttle not ramp up automatically due to a kink in the soft jacketed hose or flow through the handline being too low.

SECONDARY PRECONNECT HANDLINE

No secondary preconnect handline will be provided.

LOWER DISCHARGE

FIXED HEIGHT BUMPER TURRET

There will be a front bumper mounted, Elkhart Brass, Sidewinder turret with a non-air aspirating (NASP) Williams hydrochem nozzle. The lower discharge will have water/foam discharge rates of 375/750 gpm (1,420/2,840 lpm) and a dry chemical agent discharge rate of 16 pounds (7 kilograms) per second.

The bumper turret will have the following design and performance features:

Nozzle Sweep Assembly

The nozzle sweep assembly will consist of two (2) swivel joints allowing the nozzle to sweep in both horizontal and vertical planes. The horizontal axis rotation will allow the nozzle to be directed at least 90 degrees to either side of center for a minimum of 180 degree horizontal sweep. The elevation axis will allow the nozzle to be elevated at least 45 degrees above the horizontal and be depressed to discharge agent within 30 feet (9 meters) of the front of the vehicle. Both horizontal and vertical drive motors will be permanent magnet type, 24-volt DC electric gear motors and will be with a clutch mechanism and/or limit switches to prevent damage to the motors at rotation limits. The motors will be sealed to NEMA 4 requirements.

NASP Hydrochem Nozzle

The Williams Ranger nozzle will have a variable pattern control and have an automatic flow mechanism to maintain consistent pressure and flow at either discharge rate whether in the straight stream or fully dispersed (fog) pattern. To maximize distance and accuracy of dry chemical discharge the powder will be entrained within the water stream. The nozzle will be a non-air aspirating type with 24-volt DC powered electric infinitely variable pattern actuation for straight stream or fog pattern selection. The nozzle will meet or exceed all performance requirements defined in the latest edition of NFPA-414.

Controls

An electronic joystick control will be provided in the cab located within easy reach of the driver and turret operator/officer seat with integrated controls for discharge activation, selection of agent type, and discharge rates and patterns from straight stream to fully dispersed (fog pattern). The turret speed will be proportional to the movement applied to the joystick.

Turret Body Design

The nozzle assembly will be attached to the front bumper of the vehicle. The turret mounting assembly will be adequately reinforced to sustain all anticipated loads and reaction forces when the nozzle is discharging. The design will allow the turret and nozzle to be stored in a position providing minimum protrusion from the front of the vehicle to maintain a 30 degree angle of approach.

BUMPER TURRET LIGHTING

There will be one (1) J.W. Speaker, model 735 24-volt DC light emitting diode (LED) spot light provided on the bumper turret. The spot light will follow the bumper turret movements on the vertical and horizontal axes and will be controlled by a switch bank located near the bumper turret joystick.

UPPER MOUNTED DISCHARGE

ROOF TURRET

There will be a high volume roof mounted, Elkhart Brass, Sidewinder turret with a non-air aspirating (NASP) Elkhart Brass nozzle. The upper discharge will have water/foam flow discharge rates of 375/750 gpm (1,420/2,840 lpm).

The turret will include the following design features:

Nozzle Sweep Assembly

The nozzle sweep assembly will consist of two (2) separate swivel joints allowing the nozzle to sweep in both the horizontal and vertical planes. The horizontal rotation axis will allow the nozzle to be directed at least 135 degrees to either side of center for a minimum of 270 degrees of horizontal sweep. The vertical elevation axis will allow the nozzle to be elevated at least 45 degrees above horizontal and be depressed 15 degrees below horizontal. Both horizontal and vertical drive motors will be permanent magnet type, 24-volt DC electric gear motors and will be with a clutch mechanism and/or limit switches to prevent damage to the motors at rotation limits. The motors will be sealed to NEMA 4 requirements.

NASP Nozzle

The Elkhart Brass nozzle will have a variable pattern control and have an automatic flow mechanism to maintain consistent pressure and flow at either discharge rate whether in the straight stream or fully dispersed (fog) pattern. The nozzle will be a non-air aspirating type with 24-volt DC powered electric infinitely variable pattern actuation for straight stream or fog pattern selection. The nozzle will meet or exceed all performance requirements defined in the latest edition of NFPA-414.

Controls

An electronic joystick control will be provided in the cab located within easy reach of the driver and turret operator/officer seat with integrated controls for discharge activation, selection of agent type, and discharge rates and patterns from straight stream to fully dispersed (fog pattern). The turret speed will be proportional to the movement applied to the joystick.

Turret Body Design

The turret body assembly will be made from hard anodized Elk-O-Lite aluminum alloy for long life and corrosion resistance. The turret assembly and mounting will be adequately reinforced to sustain all anticipated loads and reaction forces when discharging. The design will allow the turret to be stowed in compact a position.

JOYSTICK LOCATION

The lower discharge joystick and switch panel will be mounted on the left side of the center console, nearest the driver and the upper discharge joystick and switch panel will be mounted on the right side of the center console, nearest the turret operator.

ROOF TURRET LIGHTING

There will be one (1) 24-volt DC J.W. Speaker light emitting diode (LED) spotlight provided on the roof turret. The spotlight will have an output of 3,680 effective lumens. The spotlight will be controlled by an activation switch adjacent to the roof turret joystick.

UNDERTRUCK NOZZLES

Undertruck nozzles will not be provided.

BODY COMPONENTS

COMPARTMENTS

The body compartments will be weather-tight, vented and drained to allow collected water to run out under the vehicle. Each compartment will be equipped with Gortite brand roller shutter type doors. The doors will have replaceable aluminum slats with an anodized finish. The door lift bar will be constructed from round stainless steel and will have adequate room to be operated with a gloved hand. The spring loaded compartment door roller mechanism will be 3 inches (7.62 mm) in diameter to provide maximum interior space.

The vehicle will have adequate compartment space to enclose the firefighting systems and storage of rescue equipment. The body construction will include one (1) upper body compartment and two (2) lower body compartments per side for a total of three (3) on the left and three (3) on the right. The lower compartments will have minimum door opening sizes of 50 inches (127 cm) in height and 62 inches (157.4 cm) in width.

The total compartment space will be = 303.33 ft³. (8.59 m³)

The left side compartment interior dimensions will be the following:

1. Left side upper: 27 inches (685.8 mm) high x 30 inches (762 mm) wide x 28 inches (711.2 mm) deep = 13.125 ft³. (.37 m³)
2. Left side front lower: 50 inches (1,270 mm) high x 63 inches (1,600.2 mm) wide x 38 inches (965.2 mm) deep = 69.27 ft³. (1.96 m³)
3. Left side rear lower: 50 inches (1,270 mm) high x 63 inches (1,600.2 mm) wide x 38 inches (965.2 mm) deep = 69.27 ft³. (1.96 m³)

The right side compartment interior dimensions will be the following:

1. Right side upper: 27 inches (685.8 mm) high x 30 inches (762 mm) wide x 28 inches (711.2 mm) deep = 13.125 ft³. (.37 m³)
2. Right side front lower: 50 inches (1,270 mm) high x 63 inches (1,600.2 mm) wide x 38 inches (965.2 mm) deep = 69.27 ft³. (1.96 m³)
3. Right side rear lower: 50 inches (1,270 mm) high x 63 inches (1,600.2 mm) wide x 38 inches (965.2 mm) deep = 69.27 ft³. (1.96 m³)

The compartments will be fabricated from formed, welded and riveted aluminum sheet material. The interior of the compartments will be chemically pre-treated and painted with a durable grey spatter type textured finish.

COMPARTMENT MATTING

The vehicle shall have matting placed in the bottom of each body compartment and the bottom of each shelf. The matting shall be extruded PVC type or approved equivalent. The matting shall be impervious to water or foam. The matting shall afford some amount of protection for the floor finish and keep

objects from direct contact with the shelving and compartment floor. The matting shall allow water to flow to any drains or lowermost part of the compartment floor.

REAR ACCESS LADDER

There will be a sturdy vertical ladder attached at the center of the vehicle at the rear of the vehicle to provide access to the roof. The ladder will have a folding design so the lower most section can be stowed out of the way. The folding section will have a positive latching system with latches on both sides to keep the ladder safely in place. The ladder will be constructed from high-grip knurled aluminum material.

HANDRAILS

There will be extruded aluminum slip-resistant handrails or guardrail at all steps, walkways, and elevated workstations.

RUNNING BOARDS, STEPS, WALKWAYS AND TOWING DEVICES

Running boards, step surfaces, ladder rungs, walkways, and catwalks will have antiskid treads.

Four (4) towing hooks / eyes with shackles will be attached directly to the frame rails. Two (2) will be provided at the front of the vehicle and two (2) will be provided at the rear of the vehicle.

REAR ENGINE ACCESS DOORS

Walk-in access to the engine, cooling system and electrical components will be provided on each side of the vehicle by large, vertical roller shutter type doors. The doors will have aluminum slats with an anodized finish. The individual door slats will be replaceable. The opening lift bar will be constructed from stainless steel and will be an easy to open with a gloved hand. An audible alarm will activate in the cab when doors are opened and vehicle is shifted out of neutral or the parking brake released. A heavy duty manually deployed step will be provided for maintenance access to the engine compartments. The steps will have a pin to retain them in the stowed position and will tilt down into place; one (1) on the left side of the vehicle and one (1) on the right side of the vehicle.

LEFT UPPER COMPARTMENT

A dry chemical hose reel will be provided in the left upper body compartment. The dry chemical reel will be equipped with 150 feet (45.7 meters) of 1 inch (25.4 millimeter) diameter booster hose. The hose reel will include a 24-volt DC electric rewind motor with manual rewind provisions and a tension device to prevent the unreeling of the hose. A manual rewind handle will be securely stored near the cord reel within the compartment.

The handline nozzle will be capable of 5 - 7 pounds per second (2.3 -3.2 kilograms per second) discharge rate of dry chemical powder with a minimum of straight stream pattern of 50 feet (15 meters). A control at the reel will allow charging of the dry chemical to the handline and charging of the dry chemical tank. A blow down control will be provided in the cab.

RIGHT UPPER COMPARTMENT

AIR REEL

There will be an air hose reel provided in the right upper body compartment mounted to the floor equipped with 200 feet (60 meters) of 0.5 inch (12.7 millimeter) I.D. hose. A 0.375 inch (9.6 millimeter)

NPT fitting and female style quick disconnect will be connected to the end of the hose. A four-way roller guide will be provided for the hose reel to prevent the hose from chafing and kinking. The hose will be equipped with a rubber ball stop to prevent the hose from pulling through on the roller guides during rewind operations. The hose reel will have a 24-volt DC electric rewind motor and provisions for manual rewind should there be an electrical failure. The manual rewind handle will be securely stored in the compartment near the hose reel. A pressure protected air supply from the chassis air system will be connected to the hose reel. The air supply lines will be routed with minimum bends and will be routed and guarded from damage.

CORD REEL

There will be an electric cord reel provided in the right upper body compartment mounted to the ceiling equipped with 200 feet (60 meters) of 12/3 SO cable. The cord reel will be wired through a 120-volt, 20 amp GFCI circuit breaker and receive its power from the generator. A four-way roller guide will be provided for the cord reel to prevent the cord from chafing or kinking. The cord will be equipped with a rubber ball stop to prevent the cord from pulling through the roller guides during rewinding operations. The cord reel will have a 24-volt DC electric rewind motor and provisions for manual rewind. The manual rewind handle will be securely stored in the compartment near the cord reel.

LEFT FRONT LOWER COMPARTMENT

There will be one (1) height adjustable fixed shelf provided in the left front lower body compartment. The weight capacity of the shelf will be 250 lbs. (113 kg).

RIGHT FRONT COMPARTMENT

There will be one (1) height-adjustable fixed shelf mounted in the right front lower body compartment.

RIGHT REAR COMPARTMENT

FIXED SHELF

There will be one (1) height-adjustable fixed shelf provided in the right rear lower body compartment.

MANUALS

OPERATOR'S MANUAL

One (1) hard copy and one (1) digital copy on USB flash drive of the vehicle operator's manual will be provided in the English language.

SERVICE AND MAINTENANCE MANUAL

One (1) hard copy and one (1) digital copy on USB flash drive of the service and maintenance manual will be provided in the English language.

PARTS MANUAL

One (1) hard copy and one (1) digital copy on USB flash drive of the parts manual will be provided in the English language.

TO: Monterey Peninsula Airport District Board of Directors
FROM: Michael La Pier, Executive Director
SUBJ: Resolution No. 1882, A Resolution Authorizing a Professional Service Agreement with Otto Construction as the Construction Manager-At-Risk for the New Terminal Facility Landside Improvements Project

BACKGROUND. Resolution No. 1827 Approving the 2022-2028 Airport Capital Improvement (ACIP) was adopted July 22, 2022. Resolution No. 1880 Approving the FY25 Capital Improvement Program (CIP) Budget was adopted on June 20, 2024. Both included the Safety Enhancement Project (SEP) Phase D3 Landside Improvements.

The Monterey Peninsula Airport District provided notification that it was seeking a qualified Construction Manager-at-Risk (CMAR) to provide pre-construction services and complete construction services for the Landside Improvements for the Replacement Terminal Monterey Regional Airport and invited interested firms to submit a Statement of Qualification ("SOQ") in accordance with published requirements set forth in this Request for Proposals ("RFQ"). The RFQ response documents were evaluated to identify highly qualified firms which could provide CMAR services.

DISCUSSION. The Monterey Peninsula Airport District ("MPAD" or "District") requested FAA concurrence to use the alternative delivery method of Construction Management at Risk (CMAR) consistent with FAA Order 5100.38D for the relocation of the Replacement Terminal Landside Facilities (Parking, Utilities, Access Road) at the Monterey Regional Airport ("MRY" or "Airport") based on FAA's willingness to fund this phase of the SEP in FAA FY24.

Public Contract Code § 20146 (PCC § 20146) permits counties to utilize "construction managers at-risk" ("CMAR") in lieu of the traditional public bidding process requiring a public owner to award construction contracts to the lowest responsive, responsible bidder through the competitive bidding process. More specifically, on projects over \$1 million, counties may award a CMAR contract using either the lowest responsible bidder or the best value method to a properly bonded CMAR entity". On September 12, 2018, the District adopted Resolution 1724, A Resolution of the Monterey Peninsula Airport District Authorizing Alternative Project Delivery Methods for Acquisition of Capital Projects and Construction at the Monterey Regional Airport.

On April 11, 2024, the Monterey Peninsula Airport District ("MPAD") received acceptance from the FAA SFADO to use the Construction Manager At-Risk ("CMAR") procurement method for the New Terminal Facility – Landside Improvements.

On April 12, 2024, the MPAD widely solicited for Statements of Qualifications ("SOQ") to submit Qualifications/Proposal for CMAR services to include pre-construction services and complete construction services for the New Terminal Facility – Landside Improvements Project ("Project") at the Monterey Regional Airport ("Airport" or "MRY"), as follows:

- An email was sent to 24+ qualified firms that have expressed interest in projects at MPAD
- A notice was posted on the procurement page for the MPAD website.
- A notice was published in the Monterey Herald regarding the Request for Qualifications/Proposals on April 17, 2024.
- ARC Document Solutions handled the distribution and request for obtaining the solicitation documents.
 - The notice was also provided to five (5) organizations that distribute construction solicitation documents.
 - Nine (9) construction companies requested the solicitation documents.

A non-mandatory pre-proposal conference was held on April 30, 2024, with six (6) firms in attendance. Response to prospective Respondents' questions were provided by Addendum No. 1, issued on May 6, 2024. Proposals were received on May 9, 2024 and Otto Construction was the only Statement of Qualifications/Proposals that was received.

After review of the submittal and a follow-up interview that evaluated the experience and qualifications, it was determined that Otto Construction is highly qualified to be a Construction Manager at-Risk to perform the pre-construction and construction services in connection with the New Terminal Facility – Landside Improvements project at the Monterey Regional Airport as described in the solicitation documents and pursuant to a CMAR structure, as provided by the California Public Contract Code §20146, *et seq.*

The evaluation demonstrated Otto's experience in: (i) construction employing alternative delivery method of facilities similar in scope and nature to this Project; (ii) knowledge of, and access to, the local subcontracting market; (iii) knowledge of the agencies having jurisdiction ("AHJ") and understanding the permitting process; and (iv) completing CMAR projects employing value engineering on and off other airports.

The Airport's intent is to select the Team, which in the sole judgment of the Airport, best accomplishes the desired result pertaining to the anticipated New Terminal Facility – Landside Improvement and it is concluded, after careful screening of the submission, that Otto Construction meets the needs of the Airport and this Project. FAA has given concurrence that the Airport can move forward with a CMAR process with Otto Construction.

The scope of the proposed contract request is currently limited to the design and bidding process, in a not -to-exceed cost of \$131,508.00. This initial contract will allow the CMAR Team to obtain a guaranteed maximum price (GMP) no later than July 12, 2024 so that a grant application can be submitted to the FAA for the Landside Improvements phase of the SEP. Staff request approval of the CMAR with Otto Construction and authorize the Executive Director, or his designee, to execute said contract.

At a future meeting, after the GMP has been completed staff will bring back a contract amendment request for Construction Support Services.

IMPACT ON BUDGET. The costs associated with this acquisition are included in the approved CIP.

SOURCE OF FUNDS. This contract is eligible for Airport Improvement Program funding at 90.66% (\$119,225) of the cost and Passenger Facility Charge funding at 9.34% (\$12,283).

IMPACT ON OPERATIONS. There will be no impact to operations occasioned by the design review process.

SCHEDULE. Otto Construction will engage with the Terminal Design Team of HOK and provide a Guaranteed Maximum Price no later than July 12, 2024.

STAFF RECOMMENDATION. Adopt Resolution No. 1882, A Resolution Authorizing a Professional Service Agreement with Otto Construction as the Construction Manager-At-Risk for the New Terminal Facility Landside Improvements Project.

ATTACHMENTS:

Resolution 1882
Otto Construction Contract Agreement

RESOLUTION NO. 1882

A RESOLUTION AUTHORIZING A PROFESSIONAL SERVICE AGREEMENT WITH OTTO CONSTRUCTION AS THE CONSTRUCTION MANAGER-AT-RISK FOR THE NEW TERMINAL FACILITY LANDSIDE IMPROVEMENTS PROJECT

WHEREAS, on June 20, 2024 Resolution No. 1880, Approving the FY25 Capital Improvement Program (CIP) Budget and July 22, 2022 Resolution No. 1827, Approving the 2022-2028 Airport Capital Improvement Plan (ACIP), which both included the Safety Enhancement Project (SEP) Phase D3 Landside Improvements were adopted; and

WHEREAS, on September 12, 2018 the District adopted Resolution 1724, A Resolution of the Monterey Peninsula Airport District Authorizing Alternative Project Delivery Methods for Acquisition of Capital Projects and Construction at the Monterey Regional Airport; and

WHEREAS, representatives of the Federal Aviation Administration (FAA) have indicated a willingness to fund the Terminal Facility Landside Improvements project and have approved the alternative delivery method of Construction Manager-At-Risk (CMAR); and

WHEREAS, a grant application will be submitted to the FAA upon receipt of the Guaranteed Maximum Price (GMP) using Airport Improvement Program (AIP) FAA-FY2024 funds for the improvements; and

WHEREAS, MPAD widely solicited for Statements of Qualifications (“SOQ”) to submit Qualifications/Proposal for CMAR services to include pre-construction services and complete construction services for the New Terminal Facility – Landside Improvements project (“Project”) at the Monterey Regional Airport and was published in the Monterey Herald on April 29, 2024 for Sealed Request for Qualifications proposals to be received on May 9, 2024 at 1:00 p.m. PDT; and

WHEREAS, after review of the proposal and a follow-up interview that evaluated the experience and qualifications, it was determined that Otto Construction is highly qualified to be a Construction Manager-at-Risk to perform the pre-construction and construction services in connection with the New Terminal Facility – Landside Improvements project at the Monterey Regional Airport.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: That MPAD contract with the firm of Otto Construction and authorize the Executive Director, or his designee, to execute said contract for CMAR to perform the pre-construction and construction services in connection with the New Terminal Facility – Landside Improvements project at the Monterey Regional Airport as described in the solicitation documents. The scope of the proposed contract is a not-to-exceed cost of \$131,508.00 and is limited to the design and bidding process to obtain a guaranteed maximum price (GMP) by July 14, 2024.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 20th day of June 2024, by the following roll call vote:

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

Signed this 20th day of June 2024

Mary Ann Leffel, Chair

ATTEST

Michael La Pier, A.A.E
Executive Director

AGENDA ITEM: G-9
DATE: June 20, 2024

DATE: June 5, 2024
TO: Mike LaPier, Executive Director
FROM: Whitney Robare, Deputy Executive Director,
SUBJ: Contract Extension to the Parking Operations Agreement for Operation at the Monterey Regional Airport

BACKGROUND. In 2021 the Airport executed an amendment with Republic Parking which proposed a capital investment by the parking provider of approximately \$50,000 for hardware and software improvements. Republic Parking agreed to incur all costs associated with these enhancements.

The improvements included upgrades in the following areas:

- Existing HUB Data Park Parking Access and Revenue Control System (PARCS)
- Upgraded wireless antenna communications in the premium lot
- Replacement server
- The addition of a validation system
- Implementation of intercom functions

This contract extension ensures the continued maintenance of the parking system as outlined in previous agreements.

SOURCE OF FUNDS. No additional funds are required in this amendment's approval.

IMPACT ON REVENUES. There will be no changes to the concession revenue. Revenue will remain on a tiered basis.

- Tier 1- 100% of the first \$15,500- All to Republic
- Tier 2- 30% of the next \$14,500 to Republic, 70% to MPAD
- Tier 3- 25% of the next \$15,000 to Republic, 75% to MPAD
- Tier 4- 15% of the next \$15,000 to Republic, 80% to MPAD
- Tier 5- 10% in excess of \$60,000 to Republic, 90% to MPAD

Exact revenues will continue to be impacted by parking volumes.

SCHEDULE. The new agreement would be effective July 1, 2024 through June 30, 2026, a twenty-four month term.

IMPACT ON OPERATIONS. None.

RECOMMENDATION. Approve the Executive Director to exercise a contract extension for the Parking Operations Agreement.

ATTACHMENT:

Contract Extension to Parking Operations Agreement for Operations at the Monterey Regional Airport

**CONTRACT EXTENSION TO PARKING OPERATIONS AGREEMENT FOR
OPERATIONS AT THE MONTEREY REGIONAL AIRPORT**

THIS CONTRACT EXTENSION is dated as of July 1, 2024.

BETWEEN: **Republic Parking System, LLC**
307 7th Avenue
Suite 301
New York, NY 10001

(“Republic” or “Operator”)

AND:

Monterey Peninsula Airport District
200 Fred Kane Drive
Suite 200
Monterey, CA 93940

(the “District”)

WHEREAS:

- A. Operator and the District entered into a Parking Operation Agreement (the “Agreement”) effective July 1, 2006, as amended by those certain amendments dated February 12, 2014, and May 19, 2021, for the provision of parking services at the Monterey Peninsula Airport (the “Premises”);
- B. The parties have agreed to extend the Agreement as set out herein, retroactively effective as of July 1, 2024.

NOW THEREFORE, THIS CONTRACT EXTENSION WITNESSES THAT in consideration of the promises and mutual covenants and agreements herein contained, the parties agree as follows:

- 1. All capitalized words used but not defined herein shall have the meanings given to them in the Management Agreement.
- 2. The Term of this Agreement is hereby extended for an additional 24 months through June 30, 2026.
- 3. The Notice Address for Operator as set forth in Paragraph 20 of the Agreement is updated as follows:

Republic Parking System, LLC
RE: C 2024-47347
Attn: Legal Dept.
307 7th Avenue
Suite 301
New York, NY 10001

With a copy sent simultaneously with mailing via email to:
legalnotices@reimaginedparking.com

4. This contract extension shall be read with and form a part of the Service Agreement. Apart from the foregoing, all other terms and conditions of the Service Agreement remain unchanged.

IN WITNESS OF THE ABOVE, the parties have executed this Contract Extension by their duly authorized representatives.

Republic Parking System, LLC _____ By: _____ Title: _____	Monterey Peninsula Airport District _____ By: _____ Title: _____
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AGENDA ITEM: H
DATE: June 20, 2024

TO: Michael La Pier, Executive Director, Monterey Regional Airport
FROM: Department Heads
SUBJECT: Monthly Department Reports

FINANCE AND ADMINISTRATION.

[Terminal Comment Card Log by Administration](#)
[Financial Summary by Mark Wilson, Controller](#)

FIRE.

[Monthly Fire Report by Monterey Fire Department](#)

OPERATIONS.

[Operations Report by Whitney Robare, Deputy Executive Director Operations and Maintenance](#)

PLANNING AND DEVELOPMENT.

[Planning and Environmental Monthly Project Report by Chris Morello, Deputy Executive Director](#)

POLICE.

[Police Activity Report by Del Rey Oaks Police Department](#)

RATING	DATE OF VISIT	TIME OF VISIT	PURPOSE	FLIGHT	AIRLINE	COMMENT	CITY	STATE
Poor	5/3/2024	9:10 AM	Departing	-	American	American flights back and forth to Phoenix are always delayed to the point of missing my connecting flight to Boston, which forces me to travel the next day. I was supposed to fly out Wednesday, and I got bumped to Thursday, then bumped to Friday, with no consideration, reimbursement, etc. American airlines is a complete mess. I don't understand how such a small airport has so many delays. Also, the food options post security are absolutely terrible. I hope I actually make my next flight on my 30 minute layover, but that obviously leaves me with absolutely no time to get some real food in between flights. Every single time I fly out of Monterey, there is some kind of issue. I will be flying through SFO from now on, and taking the bus, unless major improvements to service here are made.	Pacific Grove	CA
Poor	5/4/2024	11:00 AM	Departing	3347	American	TSA process was slow, one machine mixing precheck and regular. Lots of tsa agents walking around doing nothing. Flight was delayed 3 hours with limited info as well/ all other airlines were on time.	Pacific Grove	CA
Excellent	5/15/2024	3:00 PM	Departing	3346	Alaska	TSA & airport staff at this airport are the best! i wanted to thank all of the airport employees for being professional and friendly! What a pleasant airport experience!	San Diego	CA
Poor	5/16/2024	4:40 AM	Departing	4729	United	See comment at end of report.	Laramie	WY
Poor	5/24/2024	1:30 PM	Arriving	5438	United	The amount of time we had to wait for our bags was so excessive. Monterey Airport is notorious for this and it's getting really old. Nothing gets done to fix the problem.	Monterey	CA
Neutral	5/27/2024	7:35 AM	Departing	3185	American	Flight coming from Austin to Phoenix was delayed causes to mistake our connecting flight here on May 23. Visit to Monterey Airport was great, TSA agents very courtesy and professional. Snack area was alright, variety of snacks, drinks, outside area to chill and smoke. Restroom accommodating. Hope to see larger flights entering and departing this Airport in the future.	Killeen	TX

Neutral	5/27/2024	11:59 AM	Arriving	-	American	So crowded in the waiting areas. It was very difficult to leave because had to squeeze through the crowd. There needs to be more seating. Bathrooms need updating and look dirty and old. Time for an update overall!!!	Pacific Grove	CA
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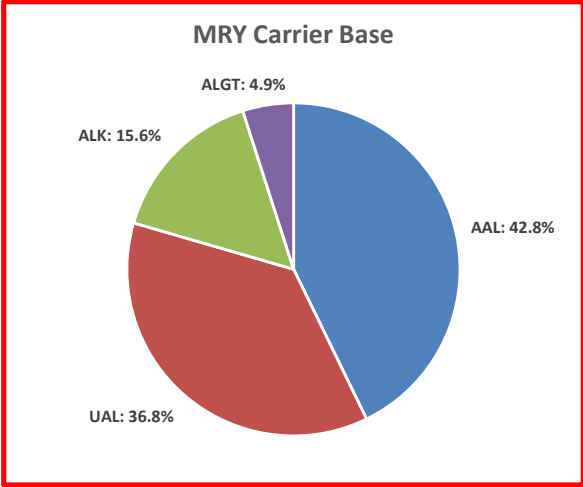
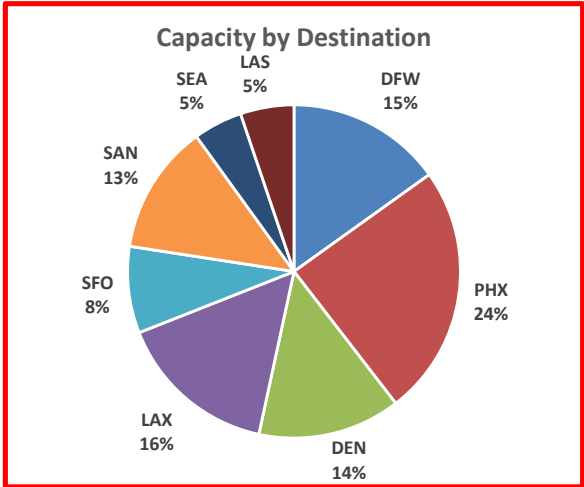
COMMENT FROM 5/16/24:

I went to check in at the United desk around 440am today, 5/16/24. The lady at the desk asked if I was on Denver flight and I said yes (not realizing she was needing to know I had a connection in SF). She told me I could not check my bag because I was late! She said it again and pointed to the sign on her counter telling me I had to check in 45 minutes before my departure. I told her, my departure was at 6am, how was I late?!? She then proceeded to ignore me and ask others walking up if they were on the San Francisco flight& and left me standing there at the check in counter. Since I'm not an employee there and don't know the flight schedules. Fortunately a very kind and compassionate employee from Alaska Air came to help me and she was the one who told me I was in the right line and NOT late. She was so sweet and you could tell she felt bad as I had a complete melt down inside your airport. She helped me figure out that I was on a connecting flight from SFO to DEN! When I approached your rude employees window that told me I could not take my luggage or board the plane, she asked if I was going to SF (like it was my first time walking up to her window and she's never seen me before), I said yes& she never apologized or acknowledged the miss communication. Another very kind employee that scanned my boarding pass heard of my experience and apologized. It's sad that other staff feel the need to apologize for their coworkers bad ways. She was the ONLY bad seed I have ever dealt with at your airport, even though I don't travel often. When I do, I certainly don't think I deserve to be treated like I am an idiot& that was how I felt standing there crying my eyes out& and I'm 59 years old, not a child.

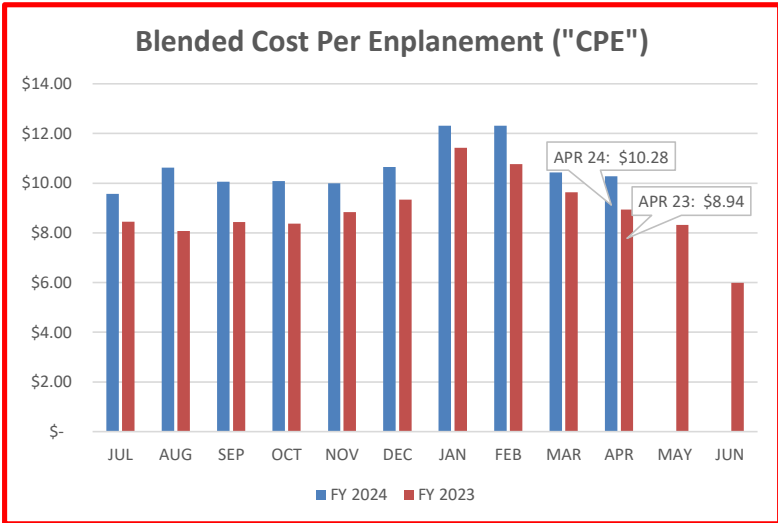
TO: Michael La Pier, Executive Director, Monterey Regional Airport
FROM: Mark Wilson, Controller
SUBJECT: Discussion and Analysis of the April 30, 2024 Financial Statements

KEY OPERATING STATISTICS. April enplanements were 22,400 (vs. 22,682 budgeted), up 10.6% from the 20,246 in the same period in 2023. April commercial airline landings were more than budgeted (358 actual vs. 351 budgeted). Total Passengers for the month of April were 44,938, up 9% from 41,153 in the same period in 2023. Total aircraft operations for April were 4,616, up from 4,604 in the same period in 2023, and Vehicle exit counts in the parking lots were 10,851, up 3.9% from the 10,445 exit counts in April of 2023.

In April 2024, American Airlines accounted for approximately 42.8% of the passenger enplanements. Monterey Regional Airport's enplaning passenger carrying capacity for April was 29,143 Seats, with an overall Passenger Load Factor of 76.9%.



In April, the Airport's blended CPE was \$10.28, compared to \$8.94 in the same period in 2023. The \$1.34 increase reflects the impact of the increased Rates & Charges implemented in FY24 \$1.93 and partially offset by the favorable impact of increased enplanements.



LIQUIDITY AND CAPITAL RESOURCES. As of April 30, 2024 the Airport had unrestricted cash and investments of \$17.389M.

As of April 30, 2024 the Airport had Restricted PFC cash and investments of \$1.48M and Restricted CFC cash and investments of \$1.464M.

The Current Ratio of unrestricted current assets to current liabilities is a very healthy 23.2X. This compares favorably to an overall Airport Industry Benchmark* of 5.39X. Days Cash on Hand (based on FY 24 Budgeted Operating Expenses), was 638, which is in line with the overall Airport Industry Benchmark* of 640 Days.

OPERATING INCOME. The Airport's higher than budgeted revenues and lower than budgeted operating expenses in April resulted in an operating income of \$377.2K, which is a favorable variance of \$122.3K to April's budgeted operating income of \$254.9K.

OPERATING INCOME				
	April 2024 ACTUAL	April 2024 BUDGET	VARIANCE Favorable (Unfavorable)	
			\$	%
Operating Revenues	\$ 1,184,041	\$ 1,087,275	\$ 96,766	9%
Operating Expenses	(806,885)	(832,405)	25,521	3%
Operating Income	<u>\$ 377,157</u>	<u>\$ 254,870</u>	<u>\$ 122,287</u>	<u>48%</u>

REVENUES. April 2024 combined Operating Revenues were (\$1,184.0K), which was (\$96.8K)/9% higher than budget (\$1,087.3K). This favorable variance was primarily due to higher Terminal Revenues and Interest Income, partially offset by lower General Aviation.

	April 2024 ACTUAL	April 2024 BUDGET	VARIANCE Favorable (Unfavorable)	
			\$	%
Terminal Revenues	\$ 636,038	\$ 617,283	\$ 18,754	3%
General Aviation	174,269	180,132	(5,863)	-3%
Non-Aviation	184,020	179,839	4,181	2%
Other Operating	98,008	73,648	24,360	33%
Interest Income	91,707	36,373	55,334	152%
Total Operating Revenues	<u>\$ 1,184,041</u>	<u>\$ 1,087,275</u>	<u>\$ 96,766</u>	<u>9%</u>

* Source: Merritt Research Services Benchmark Central - Airport Medians for 2022.

Terminal Revenues:

Commercial Aviation fees (\$122.2K) for April were lower than budget (\$123.1K) due primarily to lower American landing (\$14.1K), Apron fees (\$3.3K) and fuel flowage fees (\$2.0K), partially offset by higher United landing (\$7.9K), RON (\$1.7K) and Apron fees (\$1.9K). DMA reported fuel sales of 269,030 gallons to the airlines for the month (44% to American, 38% to United, 17% to Alaska, 1% to Allegiant).

Terminal Rents (\$169.1K) for April were materially on budget (\$166.3K).

TNC Permits, Trip Fees & Peer-to-Peer Rentals (\$26.1K) for April were higher than the budget (\$21.1K) by (\$4.9K)/23%. This favorable variance was primarily due to higher than budgeted TNC Trip Fees (\$6.0K).

Terminal Concessions (\$23.7K) for April were materially on budget (\$21.9K)

Rental Car Concessions (\$150.6K) for April were lower than the budget (\$154.1K) by (3.5K)/2%. This unfavorable variance was due primarily lower than budgeted rental car activity for National, partially offset by higher than budgeted revenue from Avis/Budget and Enterprise.

Parking Concession (\$144.4K) for April was higher than the budget (\$130.8K) by (\$13.7K)/10%. Parking Concession revenues for April were budgeted at 10,445 parked cars with an average of \$12.52 net to MPAD. In April, the number of parked cars was more than budgeted at 10,851 with an average of \$13.31 net to MPAD per car, resulting in a favorable variance.

General Aviation Revenues:

Heavy General Aviation revenues, including landing fees (\$141.0K) for April were higher than budget (\$134.2K) due primarily to higher landing fees (\$4.6K). MJC and DMA reported fuel sales of 104,481 and 157,311 gallons of Jet A, respectively, for the month. MJC and DMA reported 311 and 318 revenue landings, respectively, for the month.

Light General Aviation revenues (\$33.3K) for April were lower than budget (\$45.9K) due primarily to budgeted rent for the Northeast corporate hangar which was not leased in April (\$12.5K).

Non-Aviation Revenues:

Non-Aviation revenues (\$184.0K) for April were higher than budget (\$179.8K) due primarily to unplanned rents for 2801 MSH Suite F and the former Holk space.

Other Operating Revenues:

Other Operating revenues (\$98.0K) for April were higher than budget (\$73.6K) due primarily to higher than budgeted Tenant Plan Reviews, Checks & Inspections (\$19.5K).

Interest Income:

Interest Income (\$91.7K) for April exceeded budget (\$36.4K) due to higher than budgeted interest income earned on T-Bills.

EXPENSES. Total operating expenses of (\$806.9K) for April were lower than the budget (\$832.4K) by (\$25.5K)/3%. The favorable variance is primarily due to the insurance premium refund with the conversion to the new PRISM coverage for Property Liability Insurance (\$41.6K). Other significant unfavorable variances detailed analyses follow:

OPERATING EXPENSES - BY MAJOR CATEGORY TYPE

	April	April	VARIANCE	
	2024	2024	Favorable (Unfavorable)	
	ACTUAL	BUDGET	\$	%
Salaries & Taxes	\$ 220,318	\$ 221,970	\$ 1,653	1%
Employee Benefits	103,499	109,872	6,372	6%
Recruitment & Training	5,965	6,210	246	4%
Business Expenses	(9,823)	36,281	46,104	127%
Supplies & Materials	12,905	12,505	(400)	-3%
Repairs & Maintenance	58,177	40,667	(17,510)	-43%
Outside Services	302,838	300,082	(2,756)	-1%
Professional Services	20,172	34,339	14,168	41%
Marketing, PR	30,565	25,050	(5,515)	-22%
Utilities	45,129	28,416	(16,713)	-59%
Interest Expense	17,140	17,012	(128)	-1%
Total Operating Expenses	\$ 806,885	\$ 832,405	\$ 25,521	3%

OPERATING EXPENSES - BY DEPARTMENT

	April	April	VARIANCE	
	2024	2024	Favorable (Unfavorable)	
	ACTUAL	BUDGET	\$	%
Admin & Finance	\$ 158,797	\$ 200,083	\$ 41,286	21%
Planning & Marketing	95,988	87,374	(8,613)	-10%
Maintenance	149,014	142,970	(6,045)	-4%
Operations	81,978	70,297	(11,680)	-17%
Police	112,768	115,565	2,797	2%
Fire	184,653	172,392	(12,261)	-7%
Board of Directors	(7,402)	16,240	23,642	146%
Rental Properties	13,950	10,471	(3,478)	-33%
Interest Expense	17,140	17,012	(128)	-1%
Total Operating Expenses	\$ 806,885	\$ 832,405	\$ 25,521	3%

Salary & Taxes Expenses (\$220.3K) for April were lower than the budget (\$222.0K). The expense is materially on budget.

Employee Benefit Expenses (\$103.5K) for April were lower than the budget (\$109.9K) by (\$6.4K)/5.8%. This favorable variance was primarily due to lower CalPERS Health Insurance (\$4.9K).

Personnel Recruitment, Training & Pre-Employment and Related Expenses (\$6.0K) for April were materially on Budget (\$6.2K).

Business Expenses (\$9.8K) were lower than Budget (\$36.3K) by (\$46.1K)/127%. This favorable variance was primarily due to premium refund for Property Liability Insurance (\$41.6K).

Supplies & Materials expenses (\$12.9K) for April were higher than Budget (\$12.5K) by (\$0.4K)/3%. This unfavorable variance was primarily due to higher than budgeted Custodial Supplies & Materials (\$0.3K).

Repair & Maintenance expenses (\$58.2K) for April were higher than Budget (\$40.7K) by (\$17.5K)/43% due primarily to higher repair costs on fire vehicles.

Outside Services expenses (\$302.8K) for April were materially on Budget (\$300.1K).

Professional Service expenses (\$20.2K) for April were lower than Budget (\$34.3K) by (\$14.2K)/41% due primarily to lower than budgeted consulting & legal services (\$19.5K).

Marketing and Public Relations expenses (\$30.6K) for April were higher than Budget (\$25.0K) by (\$5.5K)/22%. This unfavorable variance was primarily due to the timing of payments for sponsorships (\$3.8K).

Utilities expenses, combined (\$45.1K) for April were higher than Budget (\$28.4K) by (\$16.7K)/59% due primarily to higher than budgeted water expense (\$10.4K), electricity (\$3.2K) and natural gas (\$3.6K).

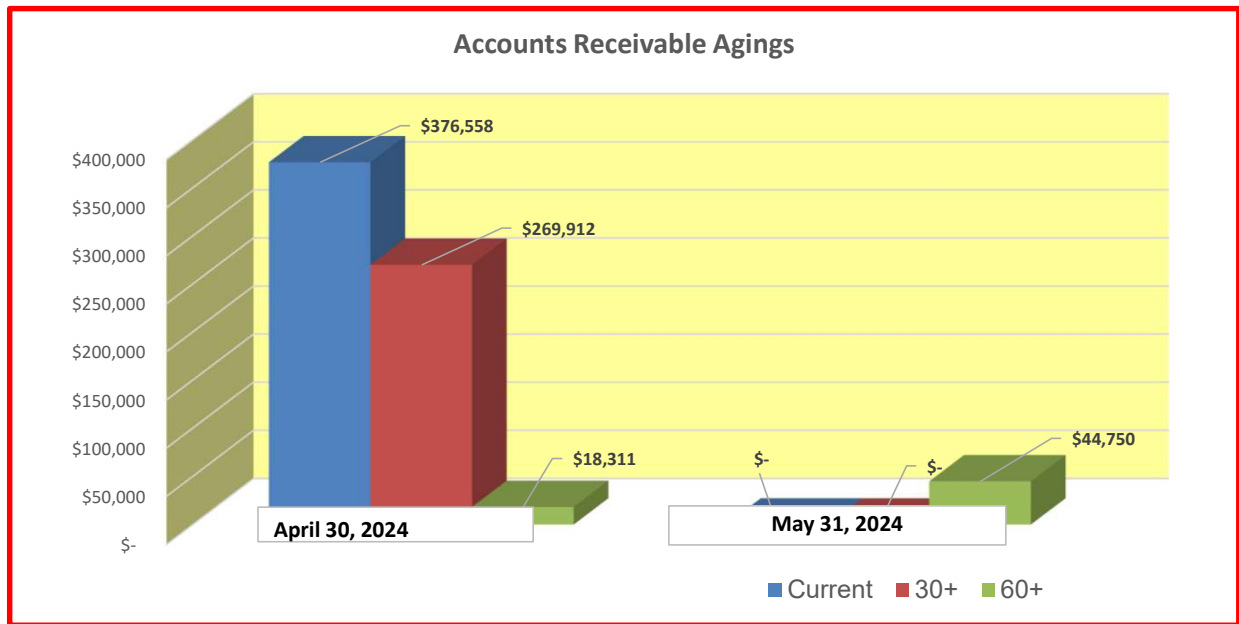
Interest expense (\$17.1K) for April was materially on budget (\$17.0K).

SELECTED BALANCE SHEET ANALYSES:

ACCOUNTS RECEIVABLE. The accounts receivable balance on April 30, 2024 was \$664.8K. This balance is \$26.3K or 4% lower than the March 31, 2024 balance \$691.1K, and \$97.6K/13% lower than the \$762.4K balance on April 30, 2023. The accounts receivable balance over 60 days old on April 30, 2024, was \$18.3K.

Chart 2 below graphically presents the aging of accounts receivable (1) as of April 30, 2024 and (2) prior to the next billing cycle (May 31, 2024).

Chart 2



Total accounts receivable of \$664.8K as of April 30, 2024 was comprised of \$167.5K/25.2% from Commercial Airlines, \$112.7K/17.0% from Rental Car companies, \$92.9K/14.0% from FBOs, \$137.2K/20.6% from Parking, \$33.4K/5.0% from the Monterey Hi-Way Self Storage, \$31.0K/4.7% from TNCs and Taxis, \$16.0K/2.4% from Woody's and \$74.0K/11.1% from all other customer accounts.

The District carries a \$10K allowance for doubtful accounts. Prepaid accounts receivable as of April 30, 2024 of \$22.6K have been reclassified to deferred revenue.

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

Chart 3

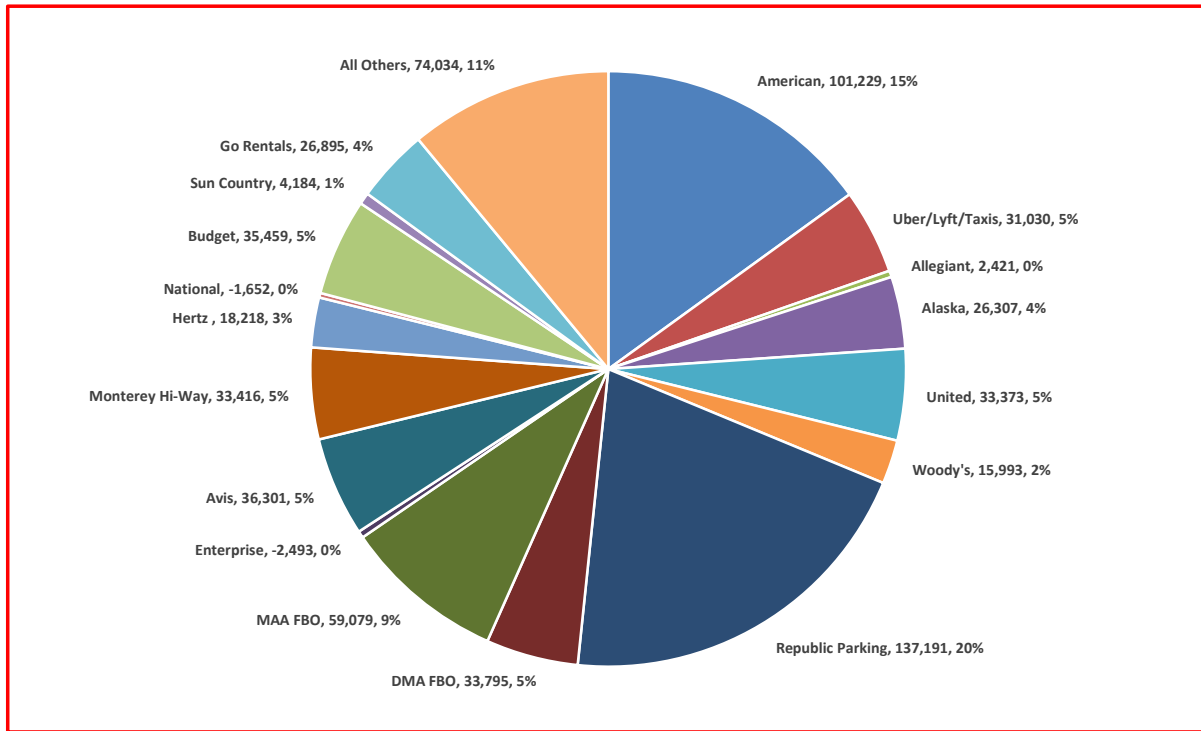
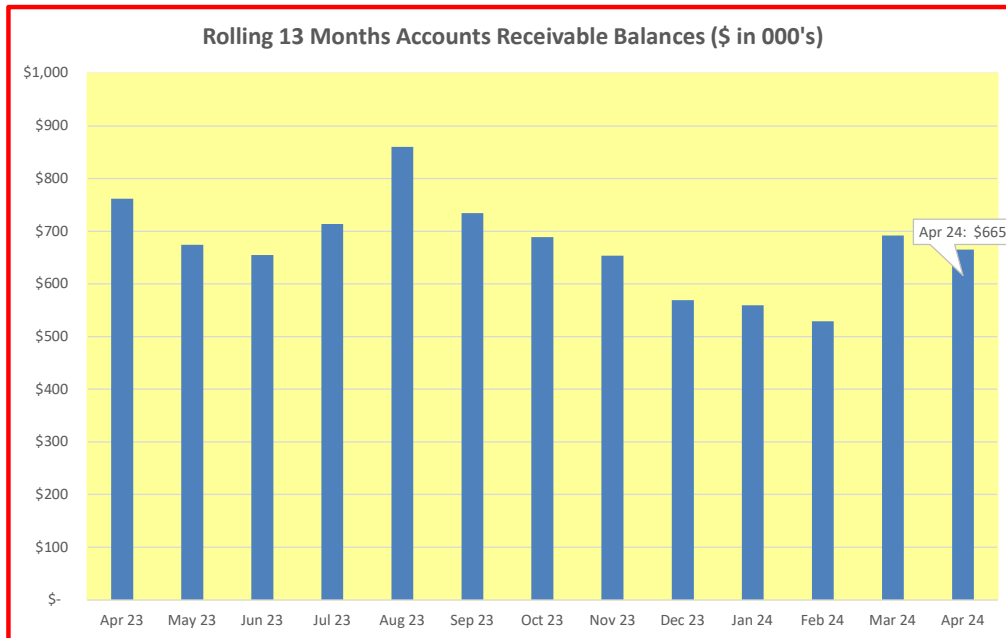


Chart 4 below depicts the total accounts receivable balances for the 13 months from April 2023 to April 2024.

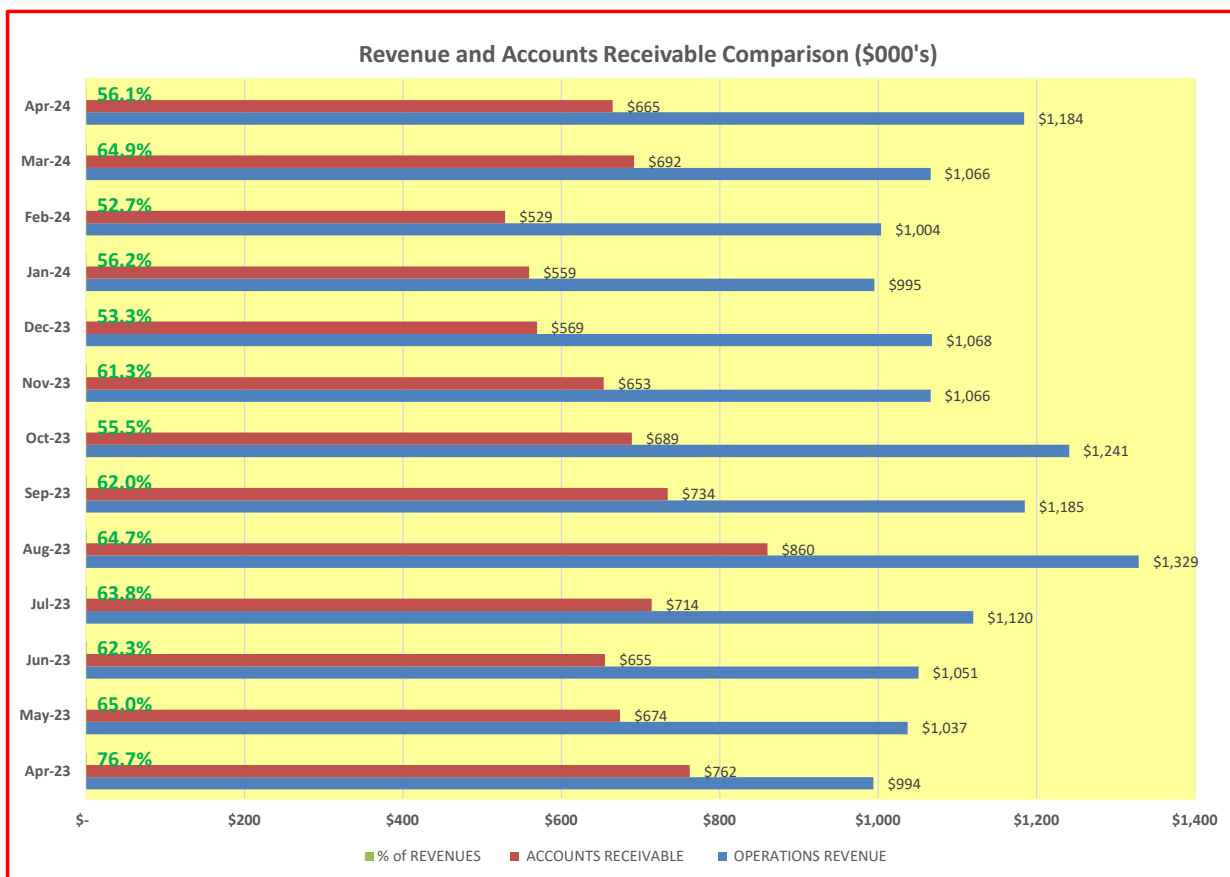
Chart 4



The balance of accounts receivable at month-end aligns with operating revenues in that month. On April 30, 2024, accounts receivable is 56.1% of revenues and the rolling thirteen-month average is 61.1%.

Chart 5 below graphically presents the monthly comparison of accounts receivable to operating revenues.

Chart 5

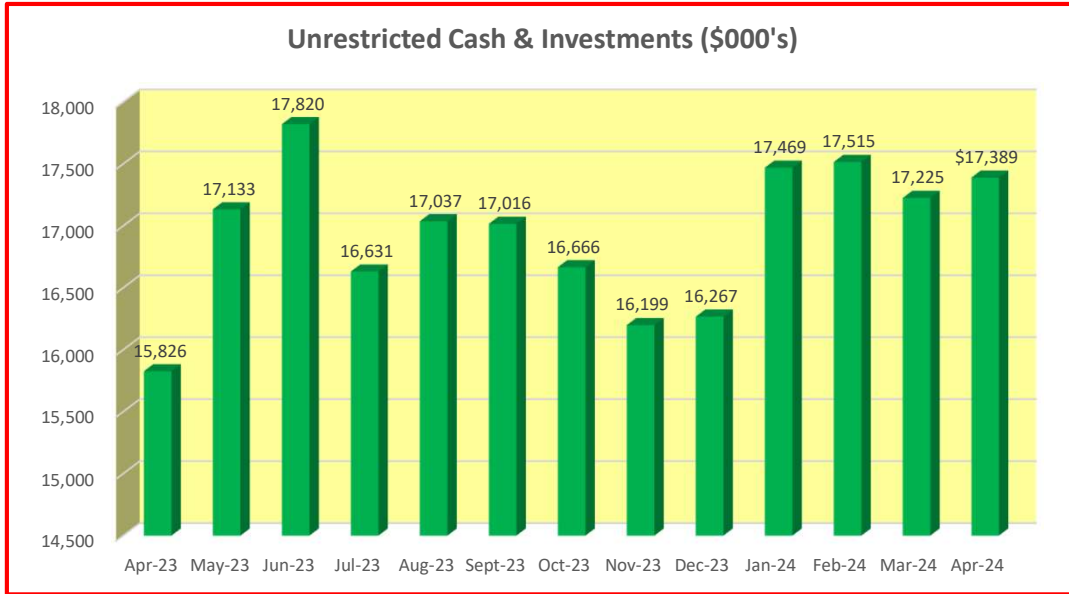


UNRESTRICTED CASH AND INVESTMENTS. The unrestricted cash and investments balance on April 30, 2024, was \$17.39M and the unrestricted cash and investments balance on March 31, 2024 was \$17.23M, an increase of \$0.16M.

The increase in unrestricted cash and investments was primarily due to: (1) cash provided by Capital and Related Financing Activities of \$978K and cash provided by Investing Activities of \$420K partially offset by (2) cash used by Operating Activities of \$1,433K (see Statement of Cash Flows on Page 17 for more details).

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

Chart 6



SELECTED OPERATING STATISTICS:

ENPLANEMENTS AND LOAD FACTORS. The table below presents simple load factors for fiscal years 2018 to 2024. Load factors indicate the customer utilization of available airline seat capacity which generally correlates to customer use of TCP, Taxi and TNC services, parking, and other support services. Simple load factors do not include non-revenue enplanements. Historically, annual load factors range from approximately 70% to 77%; FY21 load factors reflect the impact of COVID-19. Commercial Airline aircraft types have a direct impact on capacity and potential changes in enplanements. As the mix of aircraft and destinations change, the goal is to have load factors sustained or increased, which indicates that customers are willing to use the services offered by the Airlines.

Fiscal Year	April 30, 2024				FYTD			
	Load Factors	Enplanements	Available Seats	Flights	Load Factors	Enplanements	Available Seats	Flights
2024	76.9%	22,400	29,143	358	76.0%	220,718	290,515	3,492
2023	76.2%	20,246	26,578	338	75.6%	191,637	253,549	3,494
2022	80.0%	19,758	24,687	385	74.1%	187,518	253,216	3,765
2021	62.2%	12,618	20,290	269	45.8%	69,792	152,468	2,077
2020	7.2%	601	8,344	118	69.5%	166,587	239,532	3,636
2019	67.1%	19,159	28,532	420	68.5%	163,070	238,135	3,565
2018	71.4%	16,400	22,964	354	76.7%	158,577	206,646	3,238

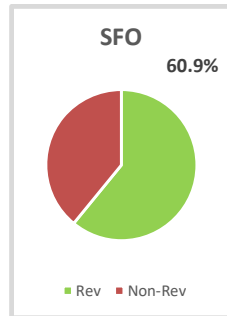
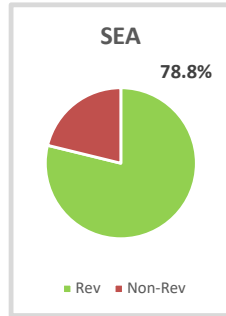
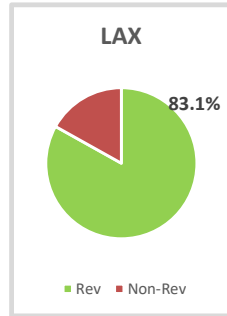
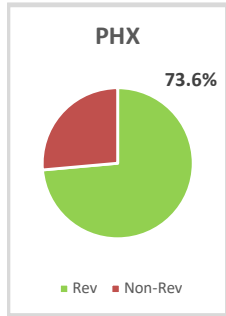
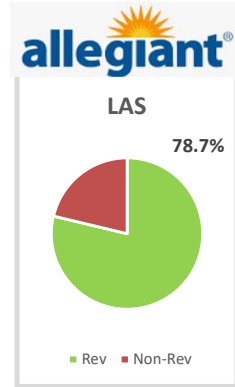
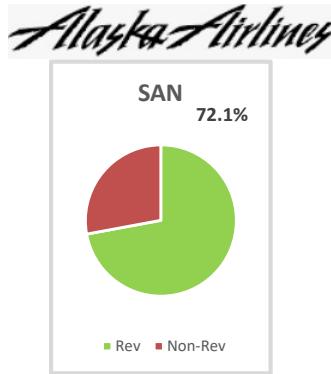
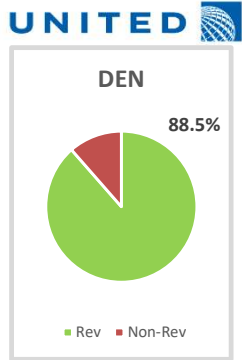
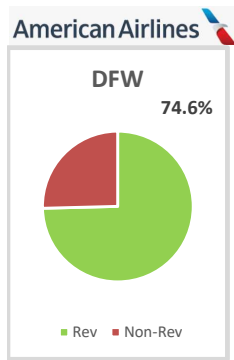
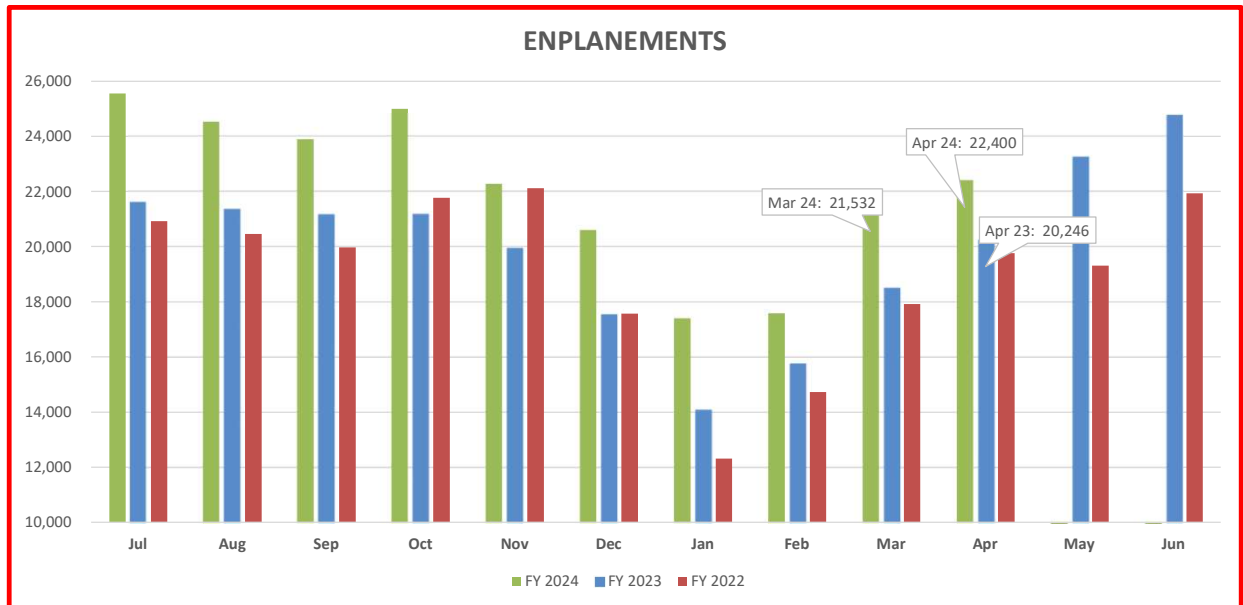


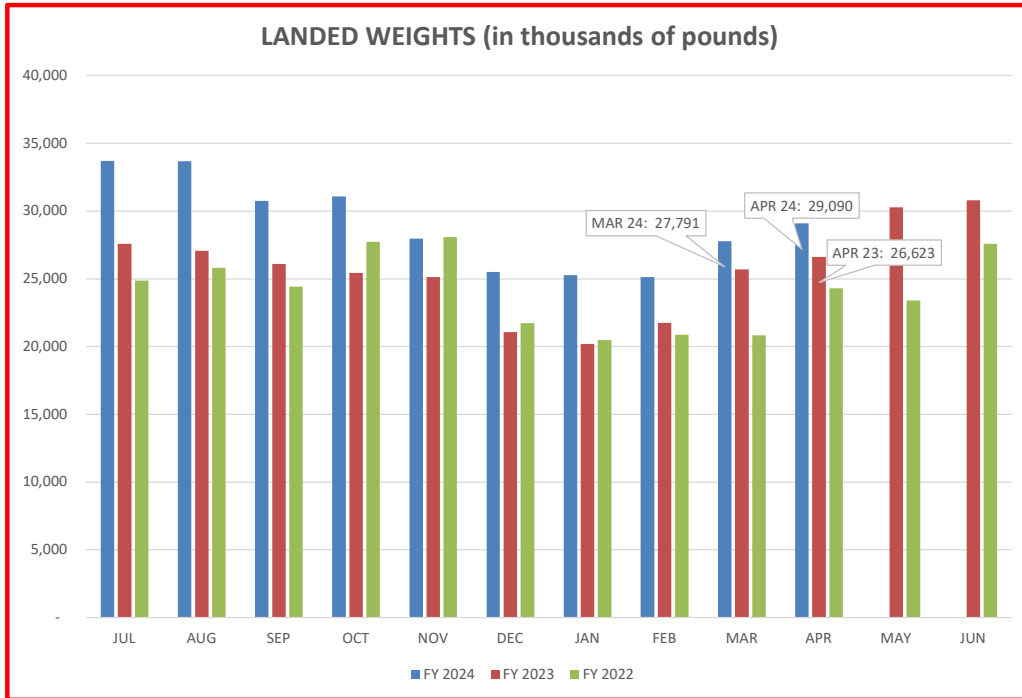
Chart 7 below presents a comparison of monthly enplanements for FY 2024 to all FY 2023 and FY 2022 enplanements (which reflect the seasonality of the Airport's business cycle). When comparing enplanements for April 2024 (22,400) and March 2024 (21,532), enplanements increase by 868. When comparing April 2024 to April 2023, enplanements increased by 2,154/10.6%: (22,400) vs. (20,246).



LANDED WEIGHTS. Chart 8 compares the Airport's landed weights for FY 2024 to FY 2023. We anticipate landed weights for FY 2024 to increase as American continues up-gauging with heavier aircraft (the Mainline A319 has a MGLW of 137,788 pounds, as compared to a MGLW of 74,957 pounds for the Regional Embraer 175).

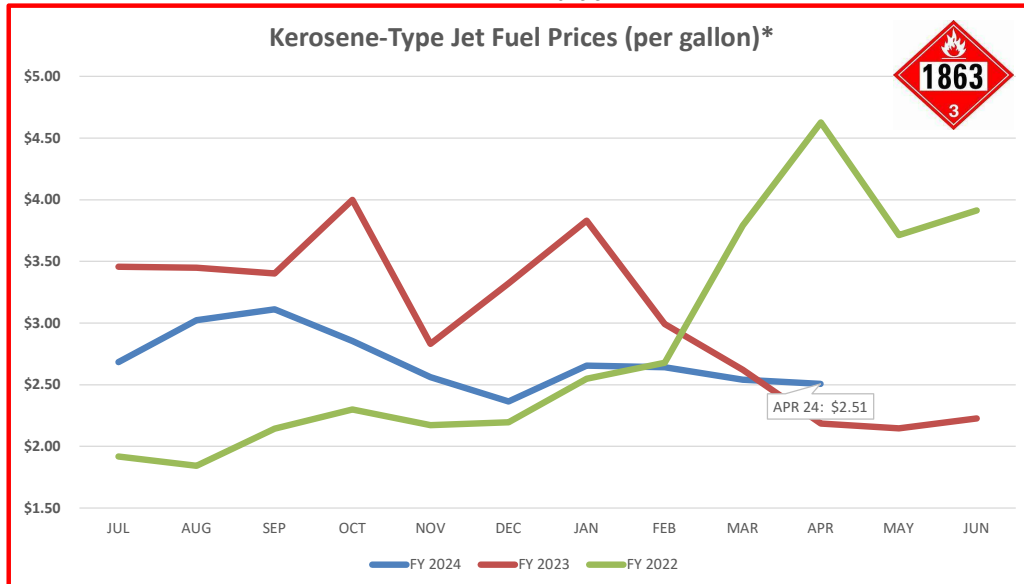
Total landed weights for April 2024 were 29,090K pounds, an increase of 2,467K pounds over the 26,623K pounds landed in the comparable period in 2023, and an increase of 1,299K pounds over the 27,791K pounds landed in March 2024, due primarily to the anticipated increase in seasonal demand and additions of flights (358 in April vs. 313 in March).

Chart 8



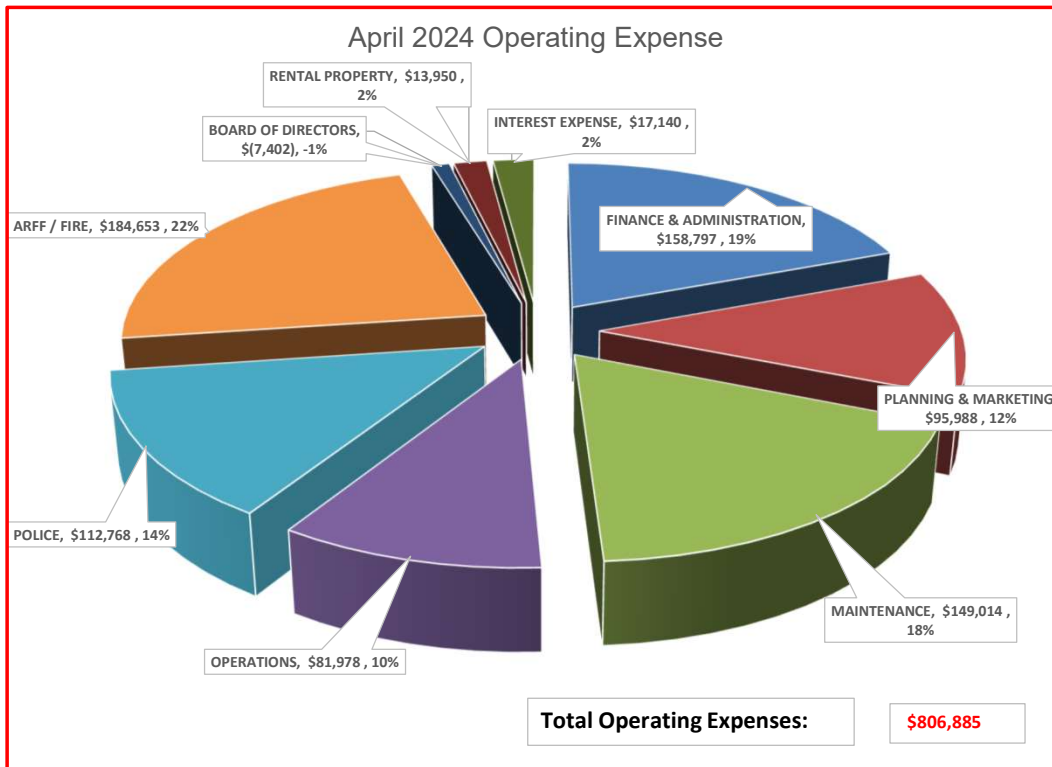
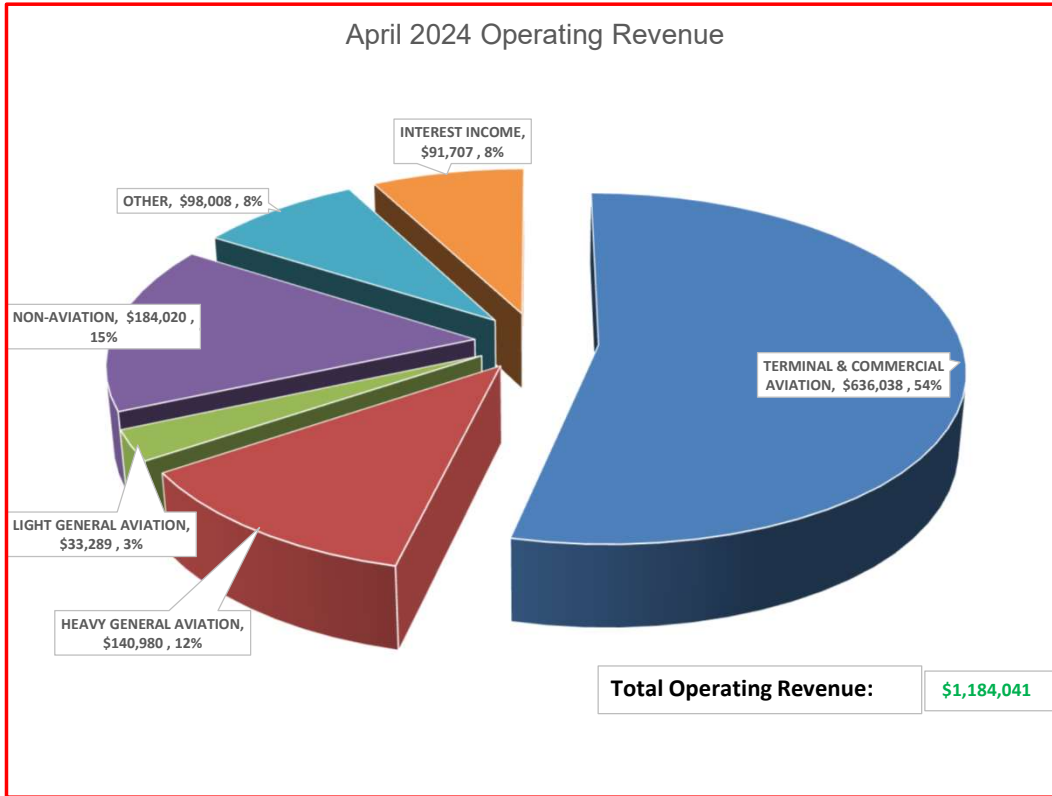
JET FUEL PRICES. Fuel (after crew costs) is an airline's largest operating cost, comprising as much as 29% of operating expenses. Rising fuel costs may put negative pressure on air carrier profitability, and as such it is an important macro indicator. Jet Fuel Prices are 100% correlated to fluctuations in crude oil spot prices, plus fluctuations in the Crack Spread (the Refinery's margin). **Chart 9** tracks the historical wholesale prices over the last 3 fiscal years.

Chart 9

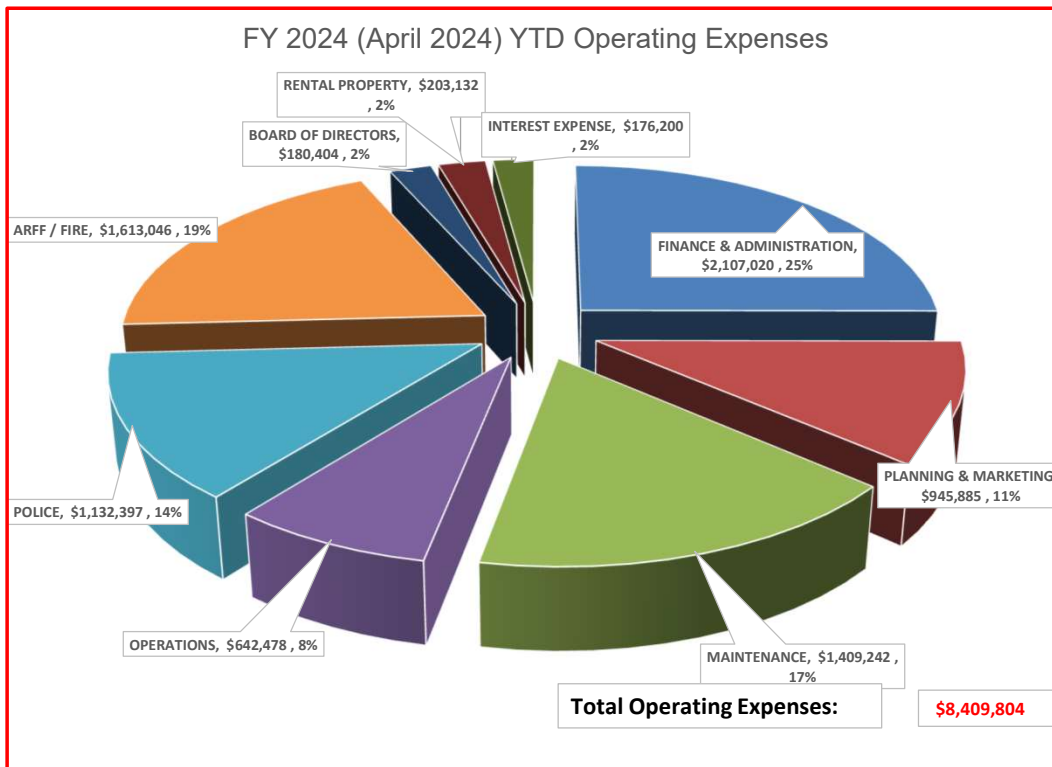
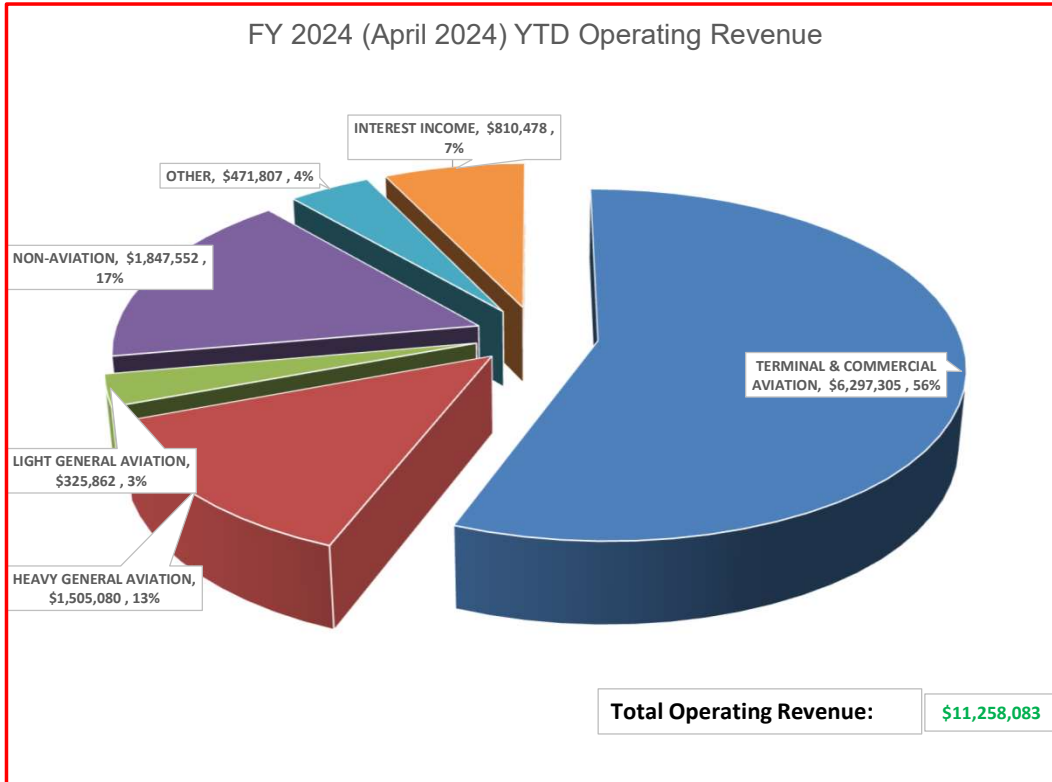


* Source: Federal Reserve Economic Data; Kerosene-Type Jet Fuel Prices: U.S. Gulf Coast.

Monterey Peninsula Airport District



Monterey Peninsula Airport District



AIRPORT DISTRICT OPERATING AND FINANCIAL PERFORMANCE SUMMARY

April 2024

OPERATING STATISTICS	April 2024	Budget	%	April 2023	YTD FY 24	Budget	%	YTD FY 23
AIRPORT ACTIVITY								
Air Carrier Landings ¹	358	351	2%	338	3,492	3,334	5%	3,494
Landed Weight (in thousands of pounds)	29,090	30,149	-4%	26,623	289,983	283,209	2%	246,857
Enplanements	22,400	22,682	-1%	20,246	220,718	211,397	4%	191,521
Passengers (emp/dep)	44,938			41,153	442,387			381,589
Total Cargo (in pounds)	57,431			36,856	527,902			506,556
Commercial	1,386			1,292	14,174			13,969
General Aviation	3,053			3,182	30,595			29,351
Military	177			130	524			1,705
TOTAL AIRCRAFT OPERATIONS	4,616			4,604	45,293			45,025
VEHICLE EXIT COUNT								
Long Term (1) Lot	2,456	2,181	13%	2,208	25,899	19,065	36%	20,505
Upper Short Term (2) Lot	2,424	2,208	10%	2,181	24,274	20,721	17%	18,522
Lower Short Term (3) Premium Lot	5,971	6,056	-1%	6,056	58,865	58,341	1%	58,330
TOTAL VEHICLE EXIT COUNT	10,851	10,445	4%	10,445	109,038	98,127	11%	97,357

1: Cancelled Flight Landings: Current Month =3 (0 - Alaska /0 - Allegiant /3 - American /0 - United) FYTD = 38 (1 - Alaska /0 - Allegiant /18 - American /19 - United)

	April 2024 ACTUAL	April 2024 Budget	\$ ▲ Favorable ▼ Unfavorable	April 2023 ACTUAL	YTD FY 24 ACTUAL	Budget	\$ ▲ Favorable ▼ Unfavorable	YTD FY 23 ACTUAL
OPERATING REVENUE								
TERMINAL								
CA Landing, RON, Apron, and Fuel Flowage Fees	\$ 122,160	\$ 123,067	(\$907) ▼	\$ 92,512	\$ 1,204,920	\$ 1,173,061	\$31,859 ▲	863,607
Rents	169,119	166,348	2,771 ▲	144,674	1,724,249	1,663,475	60,774 ▲	1,450,371
TCP, Taxi & TNC Operator Permits	208	433	(225) ▼	420	7,675	4,590	3,085 ▲	4,771
Taxi Trip Fees	2,964	4,884	(1,920) ▼	2,982	26,558	34,727	(8,169) ▼	30,745
TNC Trip Fees and Peer-to-Peer Rentals	22,891	15,824	7,067 ▲	19,752	225,190	169,209	55,981 ▲	170,052
Concessions	23,702	21,882	1,820 ▲	24,625	255,651	244,064	11,588 ▲	231,339
Rental Car	150,553	154,092	(3,539) ▼	139,103	1,579,389	1,575,026	4,363 ▲	1,477,935
Parking	144,441	130,754	13,687 ▲	111,162	1,273,671	1,118,135	155,536 ▲	950,149
HEAVY GENERAL AVIATION								
GA Landing and Special Event Fees	43,607	40,543	3,064 ▲	30,993	450,375	427,929	22,446 ▲	364,852
FBO Rent	54,089	53,199	890 ▲	58,677	586,638	558,702	27,936 ▲	586,770
Fuel Flowage Fees	43,284	40,477	2,807 ▲	37,788	468,067	414,436	53,631 ▲	394,564
LIGHT GENERAL AVIATION	33,289	45,913	(12,624) ▼	33,003	325,862	407,810	(81,948) ▼	334,275
NON-AVIATION	184,020	179,839	4,181 ▲	182,428	1,847,552	1,833,058	14,494 ▲	1,835,122
OTHER OPERATING REVENUE	98,008	73,648	24,360 ▲	76,840	471,807	376,436	95,371 ▲	538,176
INTEREST INCOME	91,707	36,373	55,334 ▲	38,549	810,478	410,274	400,204 ▲	224,152
TOTAL OPERATING REVENUE	\$ 1,184,041	\$ 1,087,275	\$96,766 ▲	\$ 993,508	\$ 11,258,083	\$ 10,410,931	\$847,153 ▲	\$ 9,456,879

OPERATING EXPENSE								
Finance & Administration	\$ 158,797	\$ 200,083	\$41,286 ▲	\$ 230,332	\$ 2,107,020	\$ 2,173,571	\$66,551 ▲	1,965,558
Planning & Marketing	95,988	87,374	(8,613) ▼	51,982	945,885	998,226	52,341 ▲	563,709
Maintenance & Custodial Services	149,014	142,970	(6,045) ▼	113,185	1,409,242	1,494,029	84,787 ▲	1,251,983
Airport Operations	81,978	70,297	(11,680) ▼	46,449	642,478	710,631	68,153 ▲	456,506
Police Services	112,768	115,565	2,797 ▲	97,773	1,132,397	1,154,282	21,885 ▲	985,505
ARFF/Fire Services	184,653	172,392	(12,261) ▼	137,539	1,613,046	1,610,205	(2,841) ▼	1,384,024
Board of Directors	(7,402)	16,240	23,642 ▲	26,002	180,404	164,087	(16,318) ▼	185,090
Office Rentals	13,950	10,471	(3,478) ▼	6,132	203,132	116,915	(86,217) ▼	119,771
Interest Expense	17,140	17,012	(28) ▼	17,614	176,200	177,904	1,704 ▲	25,025
TOTAL OPERATING EXPENSE	\$ 806,885	\$ 832,405	\$25,521 ▲	\$ 717,007	\$ 8,409,804	\$ 8,599,849	\$190,045 ▲	\$ 6,937,170

OPERATING INCOME	\$ 377,157	\$ 254,870	\$122,287 ▲	\$ 276,501	\$ 2,848,279	\$ 1,811,082	\$1,037,197 ▲	\$ 2,519,709
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DISTRICT CAPITAL EXPENDITURES (See Page 20)	\$ (480,045)	\$ (179,158)	(\$300,887) ▼	\$ -	\$ (3,558,995)	\$ (5,944,711)	\$2,385,716 ▲	\$ (7,558,328)
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DEBT SERVICE - PRINCIPAL ONLY	\$ (144,911)			\$ (4,442)	\$ (263,780)			\$ (187,619)
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MONTEREY PENINSULA AIRPORT DISTRICT

Statements of Net Position

	Apr. 30, 2024 (Unaudited)	June 30, 2023 (Audited)
ASSETS:		
Current assets:		
Unrestricted:		
Cash	\$ 937,193	\$ 1,983,524
Investments - L.A.I.F.	167,872	492,500
Investments - T-Bills	15,791,078	14,470,883
Investments - Negotiable CDs	493,048	873,032
Accounts receivable, net of \$10,000 allowance	654,781	644,659
Accrued Interest receivable	73,183	159,451
Leases receivable (GASB 87), current portion ⁽¹⁾	1,073,014	1,073,013
FAA Grant Receivable	-	941,320
Prepaid and other assets	355,842	340,723
	<u>19,546,012</u>	<u>20,979,105</u>
Restricted:		
Cash	(51,955)	2,910,566
Investments - T-Bills	3,128,569	396,872
Investments - Negotiable CDs	97,607	290,389
Accrued Interest Receivable	11,130	1,517
Total restricted current assets	<u>3,185,352</u>	<u>3,599,344</u>
Total Current Assets	<u>22,731,363</u>	<u>24,578,449</u>
Noncurrent assets:		
Leases receivable (GASB 87), net of current portion ⁽¹⁾	9,583,017	9,574,583
Tenant receivable, net of current portion	15,035	40,260
Right-of-Use (GASB 96), net of current portion	11,581	11,581
Capital assets:		
Construction-in-Process	31,323,361	12,068,064
Non-depreciable land	4,206,755	4,206,755
Depreciable capital assets, net	70,414,056	75,504,376
Total Capital assets:	<u>105,944,171</u>	<u>91,779,195</u>
Total Noncurrent assets:	<u>115,553,804</u>	<u>101,405,619</u>
Total Current and Noncurrent assets:	<u>138,285,167</u>	<u>125,984,068</u>
DEFERRED OUTFLOWS OF RESOURCES:		
Actuarial valuation of deferred outflows related to pensions ⁽²⁾	5,098,192	5,098,192
Actuarial valuation of deferred outflows related to OPEB ⁽⁴⁾	310,596	310,596
	<u>5,408,788</u>	<u>5,408,788</u>
LIABILITIES:		
Current liabilities:		
Accounts Payable	2,708,313	1,228,176
Accrued liabilities	173,943	87,174
Accrued Interest	13,040	38,008
Unearned revenues, current portion	35,613	53,024
Loans payable, current portion	346,678	346,678
SBITA (GASB 96) liability	11,581	11,581
Funds held in trust (CFCs)	1,516,388	1,055,030
Accrued compensated absences, current portion	52,468	30,689
Total Current Liabilities	<u>4,858,023</u>	<u>2,850,360</u>
Long-term liabilities:		
Security deposits	433,374	449,333
Unearned revenues, net of current portion	213,770	221,167
Accrued compensated absences, net of current portion	140,986	140,986
Actuarial valuation of net pension liability ⁽⁶⁾	5,802,890	5,802,890
Actuarial valuation of OPEB liability ⁽⁷⁾	1,560,497	1,560,497
Loans payable, net of current portion	5,369,120	5,632,900
Total Long-Term Liabilities	<u>13,520,637</u>	<u>13,807,773</u>
Total Liabilities	<u>18,378,660</u>	<u>16,658,133</u>
DEFERRED INFLOWS OF RESOURCES:		
Actuarial valuation of deferred inflows related to pensions ⁽³⁾	5,009,360	5,009,360
Actuarial valuation of deferred inflows related to OPEB ⁽⁵⁾	901,675	901,675
Deferred inflows related to leases (GASB 87) ⁽¹⁾	10,646,596	10,647,596
Total Deferred Inflows of Resources	<u>16,557,631</u>	<u>16,558,631</u>
NET POSITION:		
Net investment in capital assets	97,739,657	84,679,500
Restricted - unspent Passenger Facilities Charges	377,892	1,664,398
Restricted - Cash Assets	(455,535)	1,007,340
Unrestricted	11,095,650	10,824,852
	<u>\$ 108,757,665</u>	<u>\$ 98,176,090</u>

See Notes to Statements of Net Position.

Notes to Statement of Net Position
As of Apr. 30, 2024

	Lease Receivable	Lease Interest	Total Lease Payments
1. Lease Receivable (GASB 87)			
Current:			
FY 2024	\$ 1,073,014	\$ 419,353	\$ 1,492,367
Noncurrent:			
FY 2025	1,011,166	376,462	1,387,628
FY 2026	963,291	335,558	1,298,849
FY 2027	1,009,339	294,952	1,304,291
FY 2028	753,742	256,507	1,010,249
FY 2029-FY2033	2,273,229	930,468	3,203,697
FY 2034-FY2038	1,013,424	620,612	1,634,036
FY 2039-FY2043	990,675	429,584	1,420,259
FY 2044-FY2048	1,031,456	209,214	1,240,670
FY 2048-FY2053	528,260	48,723	576,983
	9,574,582	3,502,080	13,076,662
	\$ 10,647,596	\$ 3,921,433	\$ 14,569,029

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

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

	Combined	Miscellaneous	Safety
2. Deferred Outflows of Resources related to Pensions			
Pension contributions subsequent to measurement date	\$ 627,970	\$ 163,779	\$ 464,191
Changes of Assumptions	588,906	237,316	351,590
Differences between expected and actual experience	190,821	46,509	144,312
Net Difference between Projected and Actual Earnings	974,857	424,218	550,639
Adjustments due to differences in proportions	57,913	41,834	16,079
Difference in actual to proportionate share contribution	2,657,725	616,663	2,041,062
	\$ 5,098,192	\$ 1,530,319	\$ 3,103,682

	Combined	Miscellaneous	Safety
3. Deferred Inflows of Resources related to Pensions			
Differences between expected and actual experience	\$ 69,015	\$ 31,149	\$ 37,866
Adjustments due to differences in proportions	4,510,691	954,611	3,556,080
Differences between actual contributions and the proportionate share of contributions	429,653	64,710	364,943
	\$ 5,009,359	\$ 1,050,470	\$ 3,958,889

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

4. Deferred Outflows of Resources related to OPEB	
Changes in assumptions	\$ 131,614
Differences between expected and actual experience	106,767
Contributions made subsequent to the Measurement Date	72,215
	\$ 310,596

5. Deferred Inflows of Resources related to OPEB	
Changes in assumptions	\$ 419,478
Differences between expected and actual experience	482,197
	\$ 901,675

6. Net Pension Liability	
CalPERS - Miscellaneous Plan (6/30/2022 Measurement Date)	\$ 2,315,936
CalPERS - Safety Plan (6/30/2022 Measurement Date)	3,486,953
	\$ 5,802,889

7. Total OPEB Liability	
Police	\$ 695,401
Fire	338,285
Miscellaneous Plan	526,811
	\$ 1,560,497

MONTEREY PENINSULA AIRPORT DISTRICT
Statement of Cash Flows

	April 2024 (Unaudited)	FYTD 2024 (Unaudited)
CASH FLOWS FROM OPERATING ACTIVITIES:		
Receipts from customers	\$ 1,145,135	\$ 10,864,958
Payments to vendors for goods and services	(2,255,535)	(13,870,782)
Payments for employees pension and OPEB benefits	(46,976)	(439,538)
Payments to employees for services	(275,622)	(2,504,710)
Net Cash Provided (Used) by Operating Activities	(1,432,998)	(5,950,072)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Proceeds from FAA Grants and Passenger Facilities Charges	1,870,816	13,779,775
Proceeds from Customer Facilities Charges	-	26,834
Acquisition and construction of capital assets	(557,326)	(9,223,575)
Interest paid on loans	(190,211)	(201,168)
Principal paid on loans	(144,911)	(263,780)
Net cash provided (used) by capital and related financing activities	978,368	4,118,086
CASH FLOWS FROM INVESTING ACTIVITIES:		
Investment income received	39,987	889,028
Investments matured (purchased)	575,177	(3,147,644)
Net cash (used) by investing activities	615,164	(2,258,616)
CASH FLOWS FROM NON-OPERATING ACTIVITIES:		
	-	81,750
Net Change in Cash and Cash equivalents	160,534	(4,008,851)
Cash and Cash Equivalents at Beginning of Period	724,704	4,894,090
Cash and Cash Equivalents at End of Period	\$ 885,239	\$ 885,239
STATEMENT OF NET POSITION		
CLASSIFICATION OF CASH AND CASH EQUIVALENTS:		
Unrestricted	\$ 937,193	\$ 937,193
Restricted	(51,955)	(51,955)
Total cash and cash equivalents	\$ 885,239	\$ 885,239
Reconciliation of operating loss to net cash provided (used) by operating activities:		
Operating Loss after Depreciation and Amortization	\$ (169,851)	\$ (2,006,710)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Depreciation and amortization	472,440	5,205,956
(Increase) decrease in:		
Accounts receivable	22,400	(19,563)
Prepaid and other current assets	55,414	(56,847)
Increase (decrease) in:		
Accounts payable	(1,756,020)	(9,594,319)
Accrued liabilities	(93,213)	64,388
Interest Payable	-	-
Security deposits	900	(15,960)
Unearned revenues	29,501	436,549
Accrued compensated absences	5,430	36,433
Total Adjustments	(1,263,147)	(3,943,363)
Net cash provided (used) by operating activities	\$ (1,432,998)	\$ (5,950,072)
Non-cash capital and related financing activities:		
Acquisition of capital assets in accounts payable	\$ 2,488,716	\$ 2,488,716
Accrued interest on CEC and CalTrans loans	\$ 17,140	\$ 176,200

MONTEREY PENINSULA AIRPORT DISTRICT
FINANCIAL STATEMENTS UNAUDITED

	FY 2024 April ACTUAL	FY 2024 YEAR-TO-DATE ACTUAL
SOURCES AND USES OF CASH -- OPERATIONS		
SOURCES OF CASH:		
CASH RECEIVED - OPERATING REVENUE	\$ 1,092,334	\$ 10,447,606
CASH RECEIVED - INTEREST INCOME	<u>91,707</u>	<u>810,478</u>
CASH RECEIVED	<u>1,184,041</u>	<u>11,258,083</u>
USES OF CASH -- OPERATIONS:		
CASH (DISBURSED) - OPERATING EXPENSE	(789,745)	(8,233,605)
CASH (DISBURSED) - DEBT SERVICE (INTEREST EXPENSE)	(17,140)	(176,200)
CASH (DISBURSED) - DEBT SERVICE (PRINCIPAL REDUCTION)	<u>(144,911)</u>	<u>(263,780)</u>
CASH (DISBURSED)	<u>(951,795)</u>	<u>(8,673,584)</u>
CHANGE IN CASH POSITION FROM OPERATIONS & DEBT SERVICE	<u>232,246</u>	<u>2,584,499</u>
USES OF CASH -- CAPITAL PROGRAM:		
CASH (DISBURSED) - ALL CAPITAL PROJECTS (See Page 20)	(3,056,058)	(19,273,523)
CASH REIMBURSED - ALL CAPITAL PROJECTS (See Page 21)	<u>1,955,010</u>	<u>14,005,650</u>
CHANGE IN CASH POSITION FROM CAPITAL PROGRAM	<u>(1,101,048)</u>	<u>(5,267,873)</u>
CHANGE IN CASH POSITION FROM OPERATIONS, CAPITAL & DEBT SERVICE	<u>\$ (868,802)</u>	<u>\$ (2,683,374)</u>

FISCAL YEAR 2024
FINANCIAL STATEMENTS UNAUDITED
Construction-In-Progress
April 30, 2024

Project Number/AIP #	Project Name	Balance at 30-Jun-23	FYTD Additions	FYTD Placed in Service	Balance at April 30, 2024	Total Spent And/Or Committed	Total Project Budget	Percentage Physically Complete
CFC Funded:								
2019-03	Water Distribution System	\$ 937,761	\$ 16,719		\$ 954,480	\$ 3,198,144	\$ 2,828,058	34%
FAA/PFC Funded:								
2022-01/AIP 79	SEP Phase B1/B2/B3 - ARFF D & C	5,279,526	5,066,541		10,346,068	11,161,991	11,209,740	92%
2024-01	SEP Phase D1 - Terminal Design (BIL ATP)	0	2,138,542		2,138,542	4,962,161	3,150,000	68%
2023-03	Commercial Apron	0	8,492,725		8,492,725	41,226,842	44,707,180	19%
		5,279,526	15,697,809	0	20,977,335	57,350,993	59,066,920	
District Only Funded:								
2020-14	Northwest Building Abatement	203,879	-		203,879	203,879	350,000	58%
2023-01	SEP Phase D1 - Terminal Design ¹	195,858	841,932		1,037,789	1,037,789	3,664,550	28%
2023-03	Commercial Apron ²	-	86,834		86,834	81,834	81,834	0%
2023-04	2801 Property Repairs	40,871	378,851		419,722	415,932	440,000	95%
2023-05	Fred Kane to Skypark Paving	31,661	257,016		288,677	288,677	350,000	82%
2023-08	SE Hangar Relocation - \$7M	5,309,298	1,777,437		7,086,734	7,080,527	7,100,000	100%
2024-02	New Maintenance EV Truck	-	61,000		50,985	61,000	61,000	84%
2024-03	Airfield and Property Maintenance	-	155,037		155,037	100,493	225,000	69%
2024-04	Terminal Area Improvements	-	61,889		61,889	41,000	55,000	113%
		5,781,566	3,619,995	-	9,391,546	9,311,132	12,327,384	
		\$ 11,998,854	\$ 19,334,523	\$ -	\$ 31,323,361	\$ 69,860,269	\$ 74,222,362	
FY 2024 Closed Projects:								
2023-07	West Hold Room Passenger flow upgrades	\$ 69,210	\$ 58,004	\$ (127,214)	\$ -		\$ 165,000	100%

¹Funds advanced by District as authorized by Resolution #1855.

FISCAL YEAR 2024
Airport Capital Improvements / Capital Expenditures
FINANCIAL STATEMENTS UNAUDITED
April 30, 2024

Airport Improvement Programs

District Expenditures	
AIP -- FAA Funded Expenditures	
AIP -- PFC Funded Expenditures	
AIP -- CFC Funded Expenditures	
Total Capital Improvement Expenditures	

Actual FY 2024	
Current Period	
\$	480,045.13 16%
	2,371,623.00 78%
	204,389.78 7%
	- 0%
\$	3,056,057.91 100%

Actual FY 2024	
Year-To-Date	
\$	3,558,995.00 18%
	14,324,450.00 74%
	1,373,359.01 7%
	16,718.78 0%
\$	19,273,522.79 100%

FY 2024 District Capital Expenses/Budget:

	April 2024	Budget	Actual FYTD	Budget FYTD
CFC Funded:				
2019-03 Water Distribution System	\$ -	-	\$ 16,718.78	\$ 1,975,532.00
FAA/PFC Funded:				
2022-01 SEP Phase B1/B2/B3-ARFF Design	-	-	5,066,541.47	6,400,216.00
2023-03 Commercial Apron Construction	1,741,697.60	2,120,000.00	8,492,725.25	16,597,180.00
2024-01 Terminal Design (BIL ATP)	834,315.18	262,500.00	2,138,542.29	2,625,000.00
	<u>2,576,012.78</u>	<u>2,382,500.00</u>	<u>15,697,809.01</u>	<u>25,622,396.00</u>
District Funded:				
2020-14 Northwest Building Abatement		-	-	146,000.00
2023-01 SEP Phase D1 Terminal Design ¹	4,385.00	179,158.00	841,931.81	2,492,383.00
2023-03 Commercial Apron Construction ²	3,500.00	-	86,833.86	400,000.00
2023-04 2801 Property Repairs	6,221.02	-	378,851.02	415,000.00
2023-05 Fred Kane to Skypark Pavement Improvements	-	-	257,016.00	320,000.00
2023-08 Southeast Hangar Relocation	442,619.75	-	1,777,436.79	1,791,328.00
2024-02 Vehicle Replacement		-		100,000.00
2024-03 Airfield and Property Maintenance	-	-	155,036.96	225,000.00
2024-04 Terminal Area Improvements	23,319.36	-	61,888.56	55,000.00
	<u>480,045.13</u>	<u>179,158.00</u>	<u>3,558,995.00</u>	<u>5,944,711.00</u>
	\$ 3,056,057.91	\$ 2,561,658.00	\$ 19,273,522.79	\$ 33,542,639.00

¹Funds advanced by District pending approval of BIL Entitlement Grant of \$3,322,281.

²Funds advanced by District as authorized by Resolution #1855.

FISCAL YEAR 2024
FINANCIAL STATEMENTS UNAUDITED
Non-District Funding and Reimbursements of Construction-In-Progress
Apr. 30, 2024

Project Number/AIP #	Project Name	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Totals
Reimbursements & Transfers from Restricted Cash												
CFC Funded:												
2019-03	Water Distribution System	\$ 10,513	\$ 3,123	\$ 4,273	\$ 6,582	\$ 747	\$ 700	\$ -	\$ -	\$ -	\$ -	\$ 25,938
FAA Reimbursed:												
2020-12/AIP 73	Northeast GA Apron Construction		120,167									120,167
2021-04/AIP 76	SEP Phase 1 A1- Commercial Apron Design	52,501										52,501
2022-01/AIP 79	SEP Phase B1/B2/B3 - ARFF		768,652	2,706,796		1,038,720		833,760	14,051			5,361,979
2023-03/AIP 80	Commercial Apron Construction					71,555		1,521,233	1,597,078	973,791	1,772,413	5,936,070
2024-01/AIP 81	Terminal Design (BIL ATP)					8,622	195,608	210,394	404,567	601,240		1,420,431
		\$ 52,501	\$ 888,819	\$ 2,706,796	\$ -	\$ 1,118,897	\$ 195,608	\$ 2,565,387	\$ 2,015,696	\$ 1,575,031	\$ 1,772,413	\$ 12,891,148
PFC Funded:												
2020-04	CCTV and Perimeter Camera System	4,158										4,158
2020-12/AIP 73	Northeast GA Apron Construction		9,544									9,544
2022-01/AIP 79	SEP Phase B1/B2/B3 - ARFF	79,189	64,222	148,338	72,361		14,399	290				378,799
2023-03/AIP 80	Commercial Apron Construction				280	18	25,764	157,030	164,844	100,322	182,597	630,854
2024-01/AIP 81	Terminal Design (BIL ATP)						1,201	11,073	21,292	31,643		65,210
		83,347	73,766	148,338	72,641	18	41,364	168,393	186,136	131,966	182,597	1,088,564
	Grand Totals	\$ 146,361	\$ 965,708	\$ 2,859,407	\$ 79,223	\$ 1,119,662	\$ 237,672	\$ 2,733,780	\$ 2,201,832	\$ 1,706,997	\$ 1,955,010	\$ 14,005,650

FISCAL YEAR 2024
Schedule Of Cash and Investments
FINANCIAL STATEMENTS UNAUDITED

	<u>Par Value</u>	<u>Settle Date</u>	<u>Maturity Date</u>	<u>Value At Apr. 30, 2024</u>	<u>Yield/ Interest Rate</u>
UNRESTRICTED:					
U.S. Treasury Bills - MPAD (JP Morgan custodian):					
U.S. Treasury Bill - \$1,495,000 - 1 Month	\$ 1,495,000.00	4/18/24	5/14/24	\$ 1,489,413.63	5.28%
U.S. Treasury Bill - \$1,511,000 - 1 Month	\$ 1,511,000.00	4/24/24	5/21/24	\$ 1,505,349.91	5.28%
U.S. Treasury Bill - \$2,519,000 - 2 Month	\$ 2,519,000.00	3/21/24	5/14/24	\$ 2,499,512.39	5.29%
U.S. Treasury Bill - \$1,007,000 - 2 Month	\$ 1,007,000.00	4/18/24	6/11/24	\$ 999,189.36	5.30%
U.S. Treasury Bill - \$2,532,000 - 3 Month	\$ 2,532,000.00	3/21/24	6/20/24	\$ 2,499,159.89	5.28%
U.S. Treasury Bill - \$1,013,000 - 3 Month	\$ 1,013,000.00	4/18/24	7/18/24	\$ 999,830.38	5.30%
U.S. Treasury Bill - \$2,542,000 - 4 Month	\$ 2,542,000.00	3/21/24	7/16/24	\$ 2,499,895.27	5.25%
U.S. Treasury Bill - \$813,000 - 4 Month	\$ 813,000.00	4/18/24	8/13/24	\$ 799,436.01	5.29%
U.S. Treasury Bill - \$2,564,000 - 6 Month	\$ 2,564,000.00	3/21/24	9/19/24	\$ 2,499,291.48	5.19%
	<u>\$ 15,996,000.00</u>			<u>\$ 15,791,078.32</u>	
Pooled Money Investment Account - MPAD					
State of California - Local Agency Investment Fund		Various	Various	<u>168,853.01</u>	4.00%
Money Market Account - MPAD					
JP Morgan Chase - District Reserve - Money Market Account				<u>2,132.26</u>	0.01%
Royal Alliance - Certificates of Deposits and Cash Equivalents - MPAD					
Sallie Mae BK Salt Lake City UT CTF DEP ACT/365		06/28/22	07/08/24	250,000.00	3.30%
Capital One Bank USA New York CFT DEP ACT/365		04/13/22	04/15/25	<u>250,000.00</u>	2.60%
				500,000.00	
Cash And Cash Equivalents		Various	Various	<u>-</u>	Variable
				<u>500,000.00</u>	
General Accounts - MPAD					
JP Morgan Chase - various checking accounts				<u>935,060.98</u>	
				17,397,124.57	
MPAD Cash and Investments - Unrestricted				(980.82)	
Less: L.A.I.F. 03/31/2024 Fair Value Adjustment				<u>(6,952.50)</u>	
Less: CDs Apr. 30, 2024 matrix pricing adjustment					
Unrestricted Cash and Investments				<u>\$ 17,389,191.25</u>	
				\$ 937,193.24	
Unrestricted Cash				<u>16,451,998.01</u>	
Unrestricted Investments				<u>\$ 17,389,191.25</u>	

FISCAL YEAR 2024
Schedule Of Cash and Investments
FINANCIAL STATEMENTS UNAUDITED

	Par Value	Purchase Date	Maturity Date	Value At Apr. 30, 2024	Yield/ Interest Rate
RESTRICTED:					
Tenant's Security Deposits - RESTRICTED:					
U.S. Treasury Bills - MPAD (JP Morgan custodian):					
U.S. Treasury Bill - \$433,000 - 3 Month	\$ 433,000.00	3/26/24	6/20/24	<u>\$ 427,696.17</u>	5.28%
Passenger Facility Charges (PFCs) - RESTRICTED:					
Chase Bank - Passenger Facility Charges (PFCs)				\$ 380,282.05	0.01%
U.S. Treasury Bill - \$1,010,000 - 1-4 Month	\$ 1,010,000.00	3/21/24	Various	<u>999,624.03</u>	5.28%
Royal Alliance - Certificates of Deposits and Cash Equivalents:					
Capital One Bank USA New York CFT DEP ACT/365		04/13/22	04/15/25	100,000.00	3.15%
Cash and Cash Equivalents		Various	Various	<u>2.55</u>	Variable
				<u>100,002.55</u>	
				<u>\$ 1,479,908.63</u>	
Customer Facility Charges (CFCs) - RESTRICTED:					
U.S. Treasury Bill - \$263,000 - 1 Month	\$ 263,000.00	4/18/24	5/14/24	\$ 262,016.79	5.28%
U.S. Treasury Bill - \$252,000 - 2 Month	\$ 252,000.00	3/21/24	5/14/24	250,050.99	5.28%
U.S. Treasury Bill - \$253,000 - 3 Month	\$ 253,000.00	3/21/24	6/20/24	249,716.98	5.29%
U.S. Treasury Bill - \$101,000 - 3 Month	\$ 101,000.00	3/28/24	6/27/24	99,692.20	5.28%
U.S. Treasury Bill - \$508,000 - 4 Month	\$ 508,000.00	3/21/24	7/16/24	499,588.82	5.25%
Chase Bank - Customer Facility Charges (CFCs)				<u>103,306.74</u>	0.01%
				<u>\$ 1,464,372.52</u>	
Tenant's Security Deposits - RESTRICTED:					
Chase Bank - Money Market Account				<u>\$ 20,796.94</u>	0.01%
Airport Improvement Program - RESTRICTED:					
Chase Bank - AIP Checking Account				<u>\$ (558,841.45)</u>	
CalTrans Annual Debt Service - RESTRICTED:					
U.S. Treasury Bill - \$349,000 - 6 Months	\$ 349,000.00	3/21/24	9/19/24	\$ 340,183.35	5.42%
Chase Bank - Checking Account				<u>2,498.65</u>	
				<u>\$ 342,682.00</u>	
Sub-Total: MPAD Cash and Investments - Restricted				3,176,614.81	
Less: CDs Apr. 30, 2024 matrix pricing adjustment				<u>(2,393.00)</u>	
Restricted Cash and Investments				<u>\$ 3,174,221.81</u>	
Restricted Cash				\$ (51,954.52)	
Restricted Investments				<u>3,226,176.33</u>	
				<u>\$ 3,174,221.81</u>	



MONTEREY FIRE DEPARTMENT

Report to Airport Board of Directors

May 2024

1. Incident Responses

Engine assigned to Fire Station 16 (Airport) responded to a total of 78 incidents during the month as follows:

- MPAD property – 9
- City of Monterey – 57
- Other Cities in Monterey Fire Jurisdiction – 8
- Auto / Mutual Aid – 4

2. Training

Personnel completed a total of 36.0 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): 76
- Operational (qualified to work at Airport, but live fire training not current): 34
- Technician (fully qualified to be the designated ARFF fire engineer): 12

3. Other

- We had a successful completion of the Table Top exercise that was hosted on May 29th.

4. Incident List – on Airport property incidents

Alarm Date / Time	Response Time	Location	Incident Type
5/1/2024 2:20 PM	0:05:32	200 Fred Kane DR	Smoke detector activation, no fire – unintentional
5/6/2024 11:49 AM	0:01:00	200 Fred Kane DR	Aircraft standby
5/8/2024 7:46 AM	0:05:00	100 Sky Park DR	Gasoline or other flammable liquid spill
5/13/2024 2:24 PM	0:06:03	200 Fred Kane DR	EMS call, excluding vehicle accident with injury
5/15/2024 10:57 AM	0:07:42	200 Fred Kane DR	Medical assist, assist EMS crew
5/16/2024 4:03 PM	0:00:00	1600 Airport RD	Alarm system sounded due to malfunction
5/19/2024 11:14 AM	0:00:02	300 Sky Park DR	Assist invalid
5/21/2024 12:21PM	0:00:02	Olmsted RD	Assist police or other governmental agency
5/29/2024 10:51 AM	0:00:19	200 Fred Kane DR	Aircraft standby

TO: Michael La Pier, Executive Director
FROM: Operations Department
DATE: June 3, 2024
SUBJ: Operations Report

The following is a summary of activity of general Airport Operations for May 2024 and planned airline activities for June 2024.

1. The following reports are attached:

- May 2024 Noise Comment Report
- Operating and Expense Reports for the Taxi (through May 2024) and TNC ground transportation systems (through April 2024)
- Commercial Flight Cancellations & Delays Report for May 2024
- Commercial Flight Schedule for June 2024

2. Below is the summary of scheduled airline activity for June 2024:

Alaska Air operated by SkyWest / Horizon

- SAN operates twice a day using the E175.
- SEA operates daily using the E175.
- Scheduled to operate a monthly total of 168 flights (Arrivals and Departures)

Allegiant Air

- Continues to operate twice weekly to LAS using the Airbus 319 / 320 series.
- Scheduled to operate a total of 18 flights (Arrivals and Departures)

United operated by SkyWest

- SFO operates once a day using the E175 & CRJ700.
- LAX operates twice daily using the E175 & CRJ700.
- DEN operates twice a day using the E175 & CRJ700.
- Scheduled to operate a monthly total of 310 flights (Arrivals and Departures)

American and American Eagle operated by Mesa / Envoy

- PHX is scheduled to operate four flights a day using the E175 & CRJ700.
- DFW operates two flights a day using the A319
- Scheduled to operate a monthly total of 364 flights (Arrivals and Departures)

Cumulatively speaking, the airlines have increased flights by 151 (860 vs 709) compared to June 2023, an increase of 21%. The number of available seats has increased by approximately 19% (70,768 vs. 59,086).

**MRY AIRPORT NOISE COMMENT LOG
MAY 2024**

Name	Location (Address)	Incident Date	Incident Time	Aircraft ID	</> of Flight	Comments	By	Action Taken	Reported Weather / Notes		
AIR OPERATIONS CENTERED AT MONTEREY AIRPORT											
1	Kathleen Grzanowski	Monterey	5/1/2024	11:00 PM	EMB175	28L arr		DW	The large commercial flight sounded louder then even those like it that fly over during the day. This same flight did the same loud flyover at 10:57pm on 3/28 and 9:17pm on 4/15. All 3 woke us up. Why can't these large commercial flights that come in after 9pm go over highway 68 path that government planes take or at least ATTEMPT noise abatement slowing of engines. They go right over my house full throttle and low. We are elderly people. Please get this fixed!	The RNAV is a designated approach path. All planes when inflight, are under the discretion of the pilots when on final approach. This approach provides pilots with the most information when trying to land, specifically when the tower is closed or inclement weather.	
2	Jed Parker	DRO	5/2/2024	10:16 AM	C182	Pattern		MC	Three Cesna-type planes are repeatedly flying overhead in excess of the guidelines provided. Please do something to stop this. The constant, loud drone of these planes is unbearable. Regards,	Acknowledged complaint. Checked flightaware and with tower, no operator did excessive touch and go's.	
3	Sarah Hunter	Seaside	5/2/2024	9-10:30 AM	C182	Pattern		MC	N***** continues to violate noise guidelines! 9 tng in 1.5 hours again!! Please put a stop to this incessantly noise.	Checked Flightaware. Plane landed between patterns meaning probably a change of crew. 1 Crew performed 4 touch and go's the other 3. Responded by saying same plane but 2 different operators at the controls.	Further correspondence to explain it is unreasonable to hold a crew to account for the actions of a previous crew, ie we try and limit touch and gos to operating crew rather than the airplane. Also we encourage crews to utilize the other local airfields when shooting practice approaches.
4	Marina	Monterey	5/4/2024	not given	not given	N/A		KC	Flying almost over my home now not when I first moved in. Louder and louder. I can read the plane	The FAA require us to be open and operating 24 hours a day 7 days a week. We do have noise guidelines in place and actively remind our tenants to fly neighborly. However, these are guidelines and are not regulatory in nature. The flight path taken in and out of the airport is at the discretion of the Pilot and the Air Traffic Controller.	

5	Alan Stacy	Fisherman Flats	5/13/2024	not given	not given	N/A	In the last month or so, there has been a dramatic increase in helicopter traffic landing and taking off at the airport. I live near Fisherman's Flats and the noise has increased substantially with the copters flying very close overhead. Why is there a sudden increase? What is the reason for the increase and is there something you can do about the flying patterns to reduce the noise over our neighborhood? Thank you	KC	The increased helicopter traffic is due to Highway One being closed to Big Sur, with the road damaged helicopters are one of the only ways in and out of the area at this time. We do have noise abatement guidelines in place and regularly remind pilots to fly neighborly. However, these guidelines are not regulatory in nature and are flown at the discretion of the pilot and the Air Traffic Controller.
6	Jed Parker	DRO	5/29/2024	12:45 PM	C182	Pattern	Aircraft has made numerous low elevation circles around the area in excess of the airport's guidelines for touch-and-go operations.	MC	Confirmed he had done multiple passes over DRO. Called TWR to ask for some southbound patterns to alleviate the noise over DRO.
7	Jeff Jackson	Deer Flats	5/31/2024	7:20 PM	EMB 175	APPR 10R	At around 7:20pm what appeared to be a near-miss incident also caused a very loud noise. Flight SKW3262 was approaching for landing, had to bail and suddenly regain elevation due to a smaller plane taking off which was a Cessna. Due to the noise and safety risk I believe this incident should be looked into and reviewed.	KC	Reviewed flight radar ATC recording and coordinated with the Tower. The aircraft did not "Go Around" due to a near miss but to change landing direction to 10R over 28L due to low visibility. Explained to Mr. Jackson that the noise was from an increase in power to gain altitude to set up the new approach. The skywest flight remained over 6 miles away from the cessna.

AIR OPERATIONS OF UNKNOWN ORIGIN

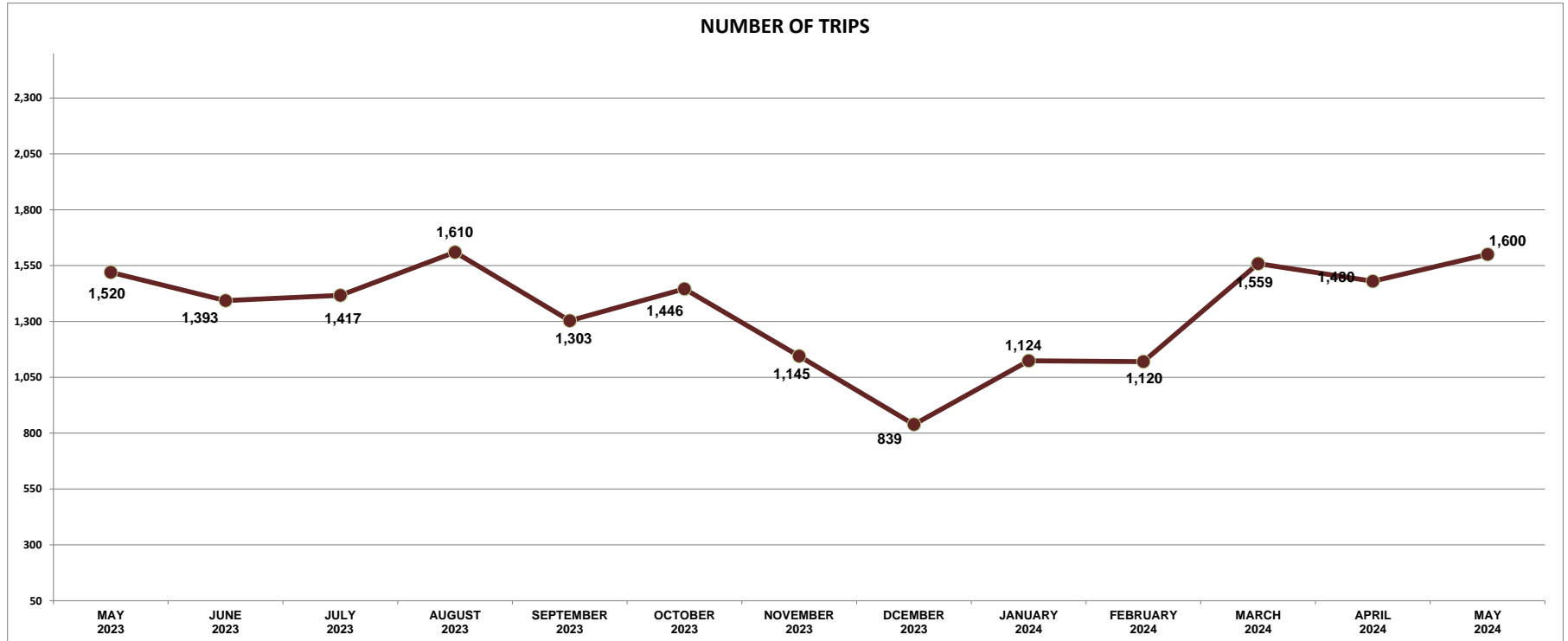
0	**NONE**								
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MONTHLY TOTALS and COMPARISONS

	May-24	May-23	% Change	Other Airport	UNKNOWN ORIGINS
Number of Complaints:	7	7	0%	0	0
Number of Operations:	6,221	5,153	21%		
Annual Total	19	32	-41%	0	0

13-MONTH ROLLING COMPARISON

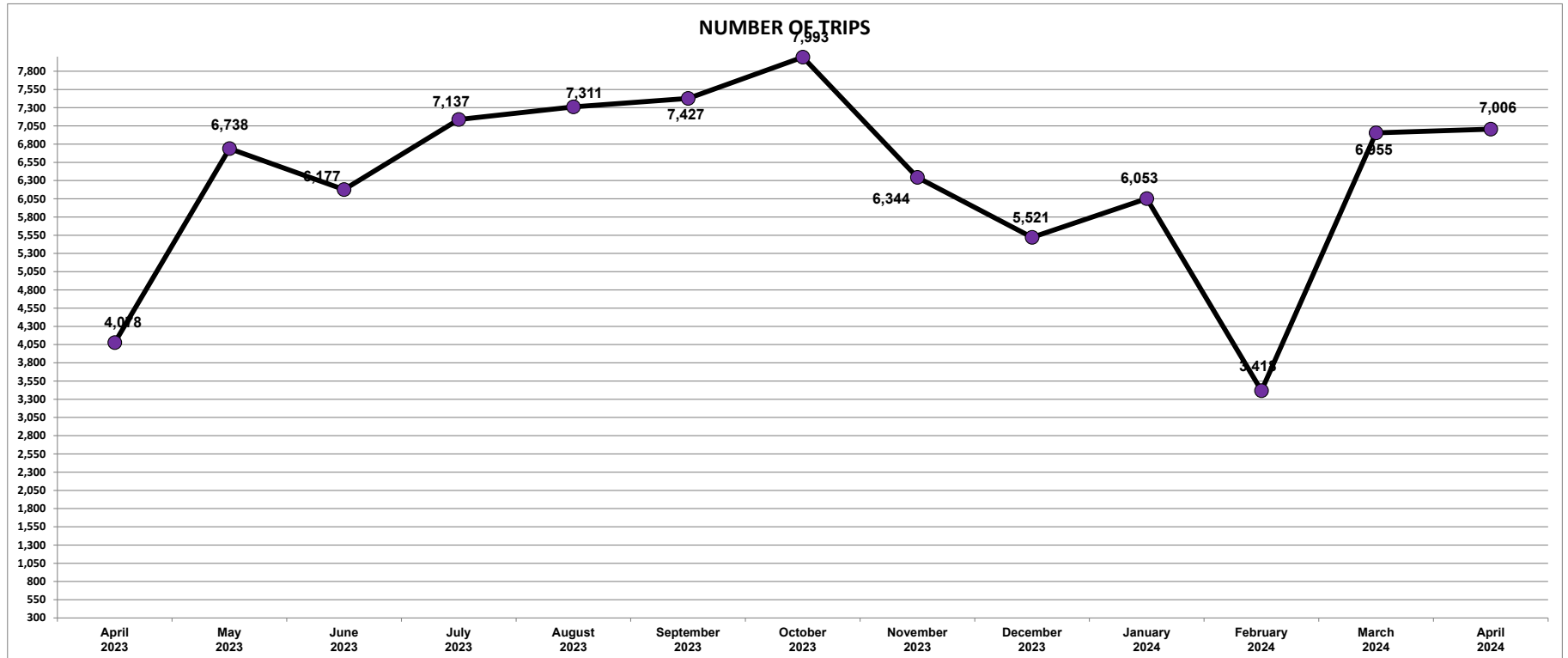
Taxis



	2023 MAY	2023 JUNE	2023 JULY	2023 AUGUST	2023 SEPTEMBER	2023 OCTOBER	2023 NOVEMBER	2023 DECEMBER	2024 JANUARY	2024 FEBRUARY	2024 MARCH	2024 APRIL	2024 MAY
NUMBER OF TRIPS	1,520	1,393	1,417	1,610	1,303	1,446	1,145	839	1,124	1,120	1,559	1,480	1,600
PERMITS SOLD	0	12	14	0	1	2	0	0	0	1	1	0	0
TAXI TRIP FEES	\$ 4,560	\$ 4,179	\$ 4,251	\$ 4,830	\$ 3,909	\$ 4,338	\$ 3,435	\$ 2,517	\$ 3,372	\$ 3,360	\$ 4,677	\$ 4,440	\$ 4,800
TAXI PERMIT FEES	\$ 0	\$ 1,200	\$ 1,400	\$ 100	\$ 100	\$ 100	\$ 1,200	\$ 0	\$ 0	\$ 100	\$ 200	\$ 0	\$ 0
TAXI - TOTAL REVENUE	<u>\$ 4,560</u>	<u>\$ 5,379</u>	<u>\$ 5,651</u>	<u>\$ 4,930</u>	<u>\$ 4,009</u>	<u>\$ 4,438</u>	<u>\$ 4,635</u>	<u>\$ 2,517</u>	<u>\$ 3,372</u>	<u>\$ 3,460</u>	<u>\$ 4,877</u>	<u>\$ 4,440</u>	<u>\$ 4,800</u>
CURB MGMT CONTRACT													
OBD LICENSING	\$ 2,083	\$ 2,083	\$ 2,083	\$ 2,083	\$ 2,083	\$ 2,083	\$ 2,083	\$ 2,916	\$ 3,004	\$ 3,004	\$ 3,004	\$ 3,004	\$ 3,004
TAXI - TOTAL EXPENSE	<u>\$ 2,083</u>	<u>\$ 2,083</u>	<u>\$ 2,916</u>	<u>\$ 3,004</u>	<u>\$ 3,004</u>	<u>\$ 3,004</u>	<u>\$ 3,004</u>	<u>\$ 3,004</u>	<u>\$ 3,004</u>	<u>\$ 3,004</u>	<u>\$ 3,004</u>	<u>\$ 3,004</u>	<u>\$ 3,004</u>
OPERATING INCOME / (LOSS)	\$ 2,477	\$ 3,296	\$ 2,735	\$ 1,926	\$ 1,005	\$ 1,434	\$ 1,631	\$ (487)	\$ 368	\$ 456	\$ 1,873	\$ 1,436	\$ 1,796
FYTD 2024 (July 2023 - June 2024) OPERATING INCOME / (LOSS)													\$ 11,437
CUMULATIVE (12-MONTH) OPERATING INCOME / (LOSS)													\$ 17,468

* February 1st swap to "OBD" system

Transportation Network Companies (TNCs)



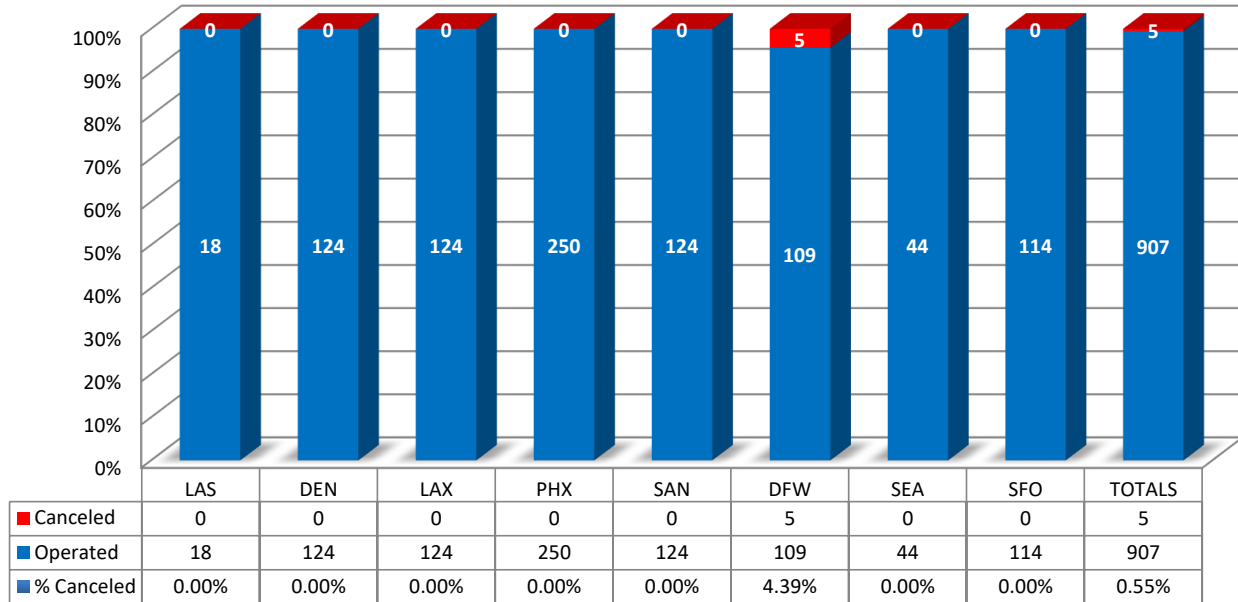
	2023 April	2023 May	2023 June	2023 July	2023 August	2023 September	2023 October	2023 November	2023 December	2024 January	2024 February	2024 March	2024 April
NUMBER OF TRIPS	4,078	6,738	6,177	7,137	7,311	7,427	7,993	6,344	5,521	6,053	3,418	6,955	7,006
NUMBER OF TNCs	2	2	2	2	2	2	2	2	2	2	2	2	2
TNC TRIP FEES	\$ 12,234	\$ 20,214	\$ 18,531	\$ 21,411	\$ 21,933	\$ 22,281	\$ 23,979	\$ 19,032	\$ 16,563	\$ 18,159	\$ 10,254	\$ 20,865	\$ 21,018
TNC PAYMENT PENALTIES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TNC - TOTAL REVENUE	<u>\$ 12,234</u>	<u>\$ 20,214</u>	<u>\$ 18,531</u>	<u>\$ 21,411</u>	<u>\$ 21,933</u>	<u>\$ 22,281</u>	<u>\$ 23,979</u>	<u>\$ 19,032</u>	<u>\$ 16,563</u>	<u>\$ 18,159</u>	<u>\$ 10,254</u>	<u>\$ 20,865</u>	<u>\$ 21,018</u>

Cumulative 12-Month Operating Income: \$ 234,240

Fiscal Year To Date (July 2023 - June 2024) Operating Income: \$ 195,495

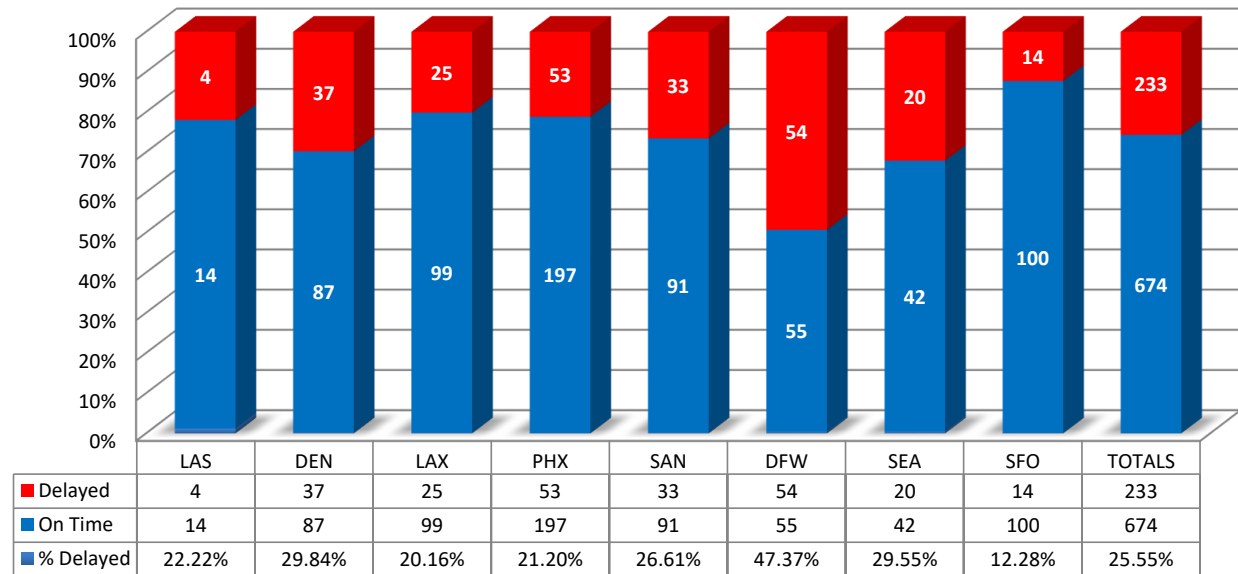
MAY 2023

May Commercial Flights Operated vs. Canceled



TOTAL CANCELLATIONS: 5

May Commercial Flights On Time vs. Delayed



TOTAL DELAYED FLIGHTS: 233



Monterey Regional Airport June 2024 Flight Schedule



ARRIVALS					DEPARTURES						
Aircraft Type (Seats)	FROM	AIRLINE	FLIGHT	TIME	SCHD	TO	AIRLINE	FLIGHT	TIME	SCHD	Aircraft Type (Seats)
CRJ700 (66)	PHX	American Airlines	3185	9:20 AM	1-4	DEN	UNITED	5444	5:05 AM	DAILY	EMB175 (76)
A319 (128)	DFW	American Airlines	2879	11:40 AM	DAILY	DFW	American Airlines	1770	5:10 AM	DAILY	A319 (128)
CRJ700 (66)	PHX	American Airlines	2879	12:30 PM	DAILY	PHX	American Airlines	3744	6:10 AM	DAILY	CRJ700 (66)
EMB175 (76)	SFO	UNITED	5479 5670	12:20 PM 11:45 PM	1 - 22 23 - 31	SFO	UNITED	5515	6:05AM 7:06AM	1-26 27-30	EMB175 (76)
EMB175 (76)	PHX	American Airlines	3231	3:30 PM	DAILY	SAN	Alaska	3474	6:10 AM	DAILY	EMB175 (76)
EMB175 (76)	DEN	UNITED	5438	1:10 PM	DAILY	PHX	American Airlines	3185	9:50 AM	1-4	CRJ700 (66)
EMB175 (76)	SEA	Alaska	3467	1:20 PM	2-7 9-30	DFW	American Airlines	2820	12:25 PM	DAILY	A319 (128)
EMB175 (76)	SAN	Alaska	3346	3:00 PM	DAILY	DEN	UNITED	5620	12:30 PM	DAILY	EMB175 (76)
A319 (128)	PHX	American Airlines	2476	6:30 PM 7:30 PM	5-30 1-4	PHX	American Airlines	3235	1:00PM	DAILY	EMB175 (76)
A319 (128)	DFW	American Airlines	1563	9:20 PM	DAILY	LAX	UNITED	5474	1:45 PM	DAILY	EMB175 (76)
EMB175 (76)	LAX	UNITED	5398	7:40 PM	DAILY	SEA	Alaska	3467	2:10 PM	2-7 9-30	EMB175 (76)
A319 (128)	DFW	American Airlines	3631	10:45 PM	5-30	SAN	Alaska	3346	3:30 PM	DAILY	EMB175 (76)
EMB175 (76)	DEN	UNITED	5301	9:00 PM	DAILY	PHX	American Airlines	3231	4:05 PM	DAILY	CRJ700 (66)
EMB175 (76)	SAN	Alaska	3392	10:15 PM	DAILY	LAX	UNITED	5482	8:25 PM	DAILY	EMB175 (76)
EMB175 (76)	LAX	UNITED	5310	11:45 AM	DAILY	PHX	American Airlines	5482	7:15 PM	5-30	A319 (128)
A319 (156)	LAS	allegiant	64	4:30 PM	MON & FRI	LAS	allegiant	131	5:20 PM	MON & FRI	A319 (156)

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

TO: Michael La Pier, Executive Director
FROM: Chris Morello, Deputy Executive Director
DATE: June 1, 2024
SUBJ: Planning/Marketing and Capital Projects Monthly Report

Attached is the current monthly Project Report for the Planning and Marketing Departments with the following highlights for May 2024:

- **SEP Commercial Apron Construction**
 - Construction continues to move forward.
 - The long-term parking lot will open at 3:00 am on June 14, 2024.
 - A press briefing was conducted on June 6, 2024 regarding the relocation of the long-term parking lot
 - Staff will be available during the early morning departures during the first few days to assist passengers.

- **Replacement ARFF Vehicle**
 - Received bids for the replacement ARFF vehicle and submitted a grant application based on those bids to the FAA

- **10R 28L Runway Improvements Project**
 - Plans and specifications are being developed by staff and Tartaglia Engineering. FAA has given approval to the begin solicitation process.

- **SEP Landside Improvements Project**
 - Staff have completed the procurement process for a Construction Manager-at-Risk project team and the FAA has given approval to continue the process with Otto Construction.

FUNDING				EXPENDITURES				STATUS			
PROJECT #	AIP #	PFC	Total Project Budget	Spent in Prior Fiscal Years	FY 2024 Expenditures to Date	5/31/2024	% Physical Complete	Project Name	Current Status	4 Week Look Ahead	
<u>ACTIVE FEDERALLY-FUNDED PROJECTS:</u>											
1	2022-01	79	18-22-C-00-MRY	\$11,209,740	\$5,279,526	\$5,186,623	\$10,466,149	99%	SEP Phase C1/C2/C3 ARFF Design/Construction Demo/Airfield Access	The fire personnel moved into the new location on October 18, 2023. Hazardous abatement was completed on the southside location on October 27, 2023. Demolition began on November 28, 2023 after PG&E disconnected the utilities.	Project close out documents are being compiled.
2	2023-01	TBD	18-22-C-00-MRY	\$3,664,550	\$195,858	\$858,583	\$1,054,440	40%	SEP Phase D1 Terminal Design	The contract for Terminal Design was approved at the April 5, 2023 meeting. Staff are working with HOK on the phase 1 schedule of activities.	MRY is still awaiting the BIL entitlement grant that will fund 47% of the HOK design and 100% of KHA and PFM contracts. FAA has indicated that we will receive that grant agreement in FY2024.
3	2024-01	81	18-22-C-00-MRY	\$3,157,895	\$0	\$2,138,542	\$2,138,542	65%	SEP Phase D1 Terminal Design	The BIL ATP grant application was executed on September 13, 2023 which funds 53% of the HOK design services. HOK made a presentation to the BOD on 11/30/23 and a design concept was chosen.	An update on Design Development and exterior building color options was provided by HOK at the May Board meeting. HOK will be submitting Design Development documents to staff for review on June 14, 2024.
4	2023-02	TBD	18-22-C-00-MRY	\$2,170,000	\$0	\$0	\$0	0%	RUNWAY 28L-10R TREATMENT	A design contract was approved at by the BOD at the May 15, 2024 meeting.	Tartaglia Engineering has completed 85% design documents, FAA has reviewed and approved completion to 100% and then to begin the solicitation process.
5	2023-03	80	18-22-C-00-MRY	\$44,707,180	\$0	\$10,503,057	\$10,503,057	40%	SEP Phase B2 Commercial Apron Construction	A notice to proceed was executed on 11/30/2023 and GRV JV began mobilization.	Grading and soil removal of the southeast ramp area continues. It is anticipated that the temporary long term parking lot will be ready June 2024.

FUNDING				EXPENDITURES				STATUS			
PROJECT #	AIP #	PFC	Total Project Budget	Spent in Prior Fiscal Years	FY 2024 Expenditures to Date	5/31/2024	% Physical Complete	Project Name	Current Status	4 Week Look Ahead	
<u>OUTSIDE FUNDED PROJECTS:</u>											
8	2019-03	N/A	N/A	\$2,828,058	\$937,761	\$17,287	\$955,048	45%	WATER DISTRIBUTION SYSTEM	After CEQA MND Certification, the project bid notification was provided to contractors. A contract was approved at the October, 24, 2023 BOD meeting.	The project will begin in mid June and is anticipated to continue into the fall of 2024.
9	2023-08	N/A	N/A	\$7,100,000	\$5,309,298	\$1,781,245	\$7,090,542	99%	SOUTHEAST HANGAR PURCHASE	MFC completed the project and all tenants moved to the new location by 11/26/2023.	Staff are working with MFC to complete the punchlist items and provide final purchase payment.
<u>DISTRICT ONLY FUNDED PROJECTS</u>											
11	2020-14	N/A	N/A	\$350,000	\$203,879	\$0	\$203,879	0%	NORTHWEST BUILDING ABATEMENT		This project will not be moving forward at this time.
12	2024-02	N/A	N/A	\$100,000	\$0	\$57,701	\$57,701	100%	VEHICLE REPLACEMENT	The new EV Ford Lightning purchase was completed and the truck has been added to the fleet. The \$10,000 reimbursement request from MBARD will be submitted in early April.	The \$10,000 MBARD grant reimbursement was received. The Project Completed.
13	2023-04	N/A	N/A	\$440,000	\$40,871	\$378,851	\$419,722	100%	2801 PROPERTY REPAIRS	Coastal Paving completed the paving and first coat of striping in September of 2023. The 2nd coat of striping was completed on October 28, 2023.	Building C hazmat abatement was approved at the BOD meeting on 12/13/2023. Phase 1 was completed in June 2024.
14	2023-05	N/A	N/A	\$350,000	\$31,661	\$257,016	\$288,677	100%	FRED KANE-SKYPARK PAVEMENT IMPROVEMENTS	Pavement improvements were completed on 10/28/2023.	Project Completed.
15	2024-03	N/A	N/A	\$225,000		\$155,707	\$155,707	100%	AIRFIELD AND PROPERTY MAINTENANCE	The northeast RV lot fencing was completed in March 2024. Tenants began moving in to the new location on March 20, 2024.	Project Completed.

FUNDING				EXPENDITURES				STATUS			
	PROJECT #	AIP #	PFC	Total Project Budget	Spent in Prior Fiscal Years	FY 2024 Expenditures to Date	5/31/2024	% Physical Complete	Project Name	Current Status	4 Week Look Ahead
16	2024-04	N/A	N/A	\$55,000		\$61,889	\$61,889	100%	TERMINAL AREA IMPROVEMENTS	A contract for the Gate 1 Courtyard wall height increase was approved at the 9/20/2023 meeting.	Coast Counties Glass completed the installation in March 2024. The Board room chairs were all replace in April 2024.



POLICE

DEL REY OAKS

MONTHLY POLICE ACTIVITY REPORT

May 2024

TO: Michael La Pier, Executive Director
FROM: Commander Roger Guzman
DATE: June 3, 2024
SUBJECT: Police Activity Report for MAY 2024

The following is a summary of significant activity in the Police Department in MAY 2024:

Highlights

Del Rey Oaks Police Officers responded to approximately 25 **door and gate alarms** in APRIL. Daily Sterile Area Sweeps conducted with TSA Personnel, no discrepancies observed. Daily testing of the Law Enforcement paging system conducted without error. DRO PD Officers conducted the Weekly Duress Alarm testing with TSA Personnel, all test alarms performing as required.

Training

Officer Dowson provided updated training regarding MRY OPS. Meeting with Mark Curtis about Monterey Regional Airport parking lot changes and overflow parking for Rental Cars. 54 citations issued for vehicles parked without permission from MRY OPS along Sky Park Dr.

Calls for Service

1. 05/03/2024 12:15 PM Ofcr J. Andoy
North-Side Business Area: Transient Activity
Officers dispatched to contact an employee at Mod Storage advised of possible transients sleeping in a tan-colored VW Beetle. A male occupant was contacted and admonished about loitering on airport property and prohibited parking. The male left immediately after.
2. 05/04/2024 11:40 AM Ofcr Dirkes
Main Terminal: Suspicious Items Reported
Officers dispatched to a Suspicious Item in Lobby Women's Bathroom - was actually an iPad in a notebook case. Item turned in to lost and found and owner later retrieved it.
3. 05/10/2024 1:15 AM Ofcr Tang
Main Terminal: Fire Alarm Panel
Fire Panel continuously ringing for a fault error. Alarm acknowledged and Operations notified.
4. 05/13/2024 2:22 PM Ofcr Anderson
Main Terminal: Medical Emergency
Medical emergency in the Main Terminal. Officers dispatched to Woody's for the report of a highly intoxicated female. Female transported to CHOMP for medical assistance.

5. 05/15/2024 11:45 AM Ofcr Dowson
Medical Emergency on Inbound Aircraft.
American Airline pilot, inbound from DFW, requested medical personnel to meet the aircraft on the ramp for a female suffering from a panic attack. Passenger was checked out by AMR and cleared to resume her travels.
6. 05/16/2024 1:39 AM Ofcr Gomez
Vehicle/Personnel Inspection
Officers dispatched to V-8 for the inspection of American Airlines Plane N710SK Sky West Maintenance Crew. Crew and vehicle inspected and released to escort onto the commercial ramp.
7. 05/16/2024 1:56 PM Ofcr. J Andoy
Vehicle Inspection: V-7
Officers conducted Inspection on a semi-truck delivering equipment for Alaska Airlines. Semi-Truck Inspected and released to escort.
8. 05/17/2024 5:57 PM Ofcr Bough
TSA Checkpoint: Surrender Property
Officers dispatched to TSA Checkpoint, a single round of 9mm was surrendered for destruction.
9. 05/19/2024 7:42 PM Ofcr Gomez
Suspicious Circumstance: Informational Report
Officers dispatched for the report of an aggressive passenger. American Airlines employee called to report a passenger being aggressive. Video reviewed and was passenger was found not to be acting as reported. Information Report taken to document incident.
10. 05/20/2024 6:30 AM Ofcr Dowson
V-18: Tenant Assisted
Officers dispatched to V-18 to assist a tenant with a possibly lost badge. Badge located in Hangar and confirmed to be a valid and active badge.
11. 05/21/2024 11:35 AM Ofcr Dowson
Found Property: Informational Report
Officers dispatched for the report of unknown pills located in a Turo Rental Car located in the Short Term Parking Lot. Vehicle was unlocked and a Ziploc bag with white pills located. Pills were determined to be diabetes medication and no narcotics were located.
12. 05/22/2024 1:07 AM Ofcr Gomez
FBO Ramp Check: FAA Request
Plane N179C did not check in after landing. FAA requested an area check to see if plane had landed safely. Plane was located parked near DMA hanger. FAA was notified via phone call
13. 05/22/2024 10:18 AM Ofcr J Andoy
Main Terminal: Baggage Claim Gates
Officers dispatched to the Baggage Claim for the report of one of the gates not closing. Employee from Envoy was watching gate until PD responded. The gate was reset and functioned properly after.
14. 05/22/2024 12:30 PM Ofcr J Andoy
Property Surrendered: American Airlines Baggage Make-Up

Officers dispatched to the American Airlines ticket counter. A Passenger had loose ammunition in his checked bag, which is not in compliance with TSA policy. Passenger agreed to surrender the ammo to DROPD.

15. 05/23/2024 8:47 AM Ofcr J Andoy
North-Side Business: Civil Standby Request
Officer contacted a female tenant whom requested to speak with an officer about a civil standby while she goes through her ex-husband's storage unit. The female said she would call PD when she could coordinate a good time with her ex-husband.
16. 05/23/2024 12:14 PM Ofcr J Andoy
Traffic Control: Olmsted Rd at Olmsted Way
Traffic was building up due to the pavement work. PD stood by in the area until traffic control from paving contractor was on scene.
17. 05/23/2024 10:10 PM Ofcr Dirkes
Premium Short Term Parking Lot
Pylons at Premium Lot exit found knocked over into roadway. Put back in place and checked video. A Black Ford Truck with unidentifiable plates ran them over at 2159 hours.
18. 05/25/2024 12:10 PM Ofcr J Andoy
Main Terminal: Unattended Bag Reported
Officer located a black suitcase was left near Alaska check-in. Owner returned to reclaim bag.
19. 05/26/2024 2:30 PM Ofcr Dowson
Baggage Claim: Open door reported
Dispatched to Baggage Claim for Belt/Door Reset. Belt functioning properly, baggage door closest to ped door not closing properly every-time. Sensor cleaned and appears to be functioning properly. MRY OPS notified.
20. 05/27/2024 12:30 PM Ofcr Dowson
Parking along Sky Park Dr.
With Airport Operations, Avis Employees contacted and advised not to park overnight on Sky Park Dr. Employees stated they understood if the vehicles received parking citations.
21. 05/27/2024 3:45 PM Ofcr Dowson
Main Terminal: 911 Hang Up
Officer dispatched to the East Elevator for a 911 Hang Up. The elevator operating properly no one in distress located.
22. 05/27/2024 11:00 PM Ofcr Gomez
Vehicle Inspection
Sky West Maintenance Crew and vehicle inspected and released to escort on commercial ramp.
23. 05/29/2024 10:50 AM Ofcer Dowson
Alert 2
2 Military F-15's jets made an emergency landing do to a fuel gauge issue. Planes landed safely.
24. 05/29/2024 11:30 AM Ofcer Dowson
Vin Verification
Tenant of the New North-side RV lot contacted PD to request an Idaho VIN verification on her travel trailer.

25. 05/29/2024 12:30 PM Ofcer Dowson
Main Terminal: Suspicious Bag
Officer responded for the report of a suspicious bag. Bag was waste placed near a garbage can. MRY OPS disposed of the bag.
26. 05/30/2024 1:25 PM Ofcer J. Andoy
TSA Checkpoint: Ammunition Surrendered
A single round of 9mm ammunition turn into PD by TSA.
27. 05/30/2024 1:45 PM Ofcer J. Andoy
Sterile Area: Gate 2
A passenger used their vape pen in the bathroom on American flight to PHX, causing the alarm to go off. The plane was still on the ground and the entire flight was de-boarded. Passenger was refused service. See report for further.
28. 05/31/2024 6:20 AM Ofcer J. Andoy
Citizen Assist: V-22
AOA badge holder needed assistance getting to his hangar. He stated he could not get thru gate V-22. He was advised to try V-18 and he was able to get in.

END OF REPORT.