



NOVEMBER 10, 2016

ACIP

2017-2022

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*Monterey Peninsula Airport District*

			<b>PRIMARY NON-HUB B</b>
<b>PROJECT DESCRIPTION</b>	<b>FAA FY</b>	<b>Environmental Action</b>	<b>ACIP CODES See below</b>
<i>Replacement Airfield Electrical Vault</i>	<i>2017</i>	<i>CATEX</i>	<i>RE-EQ-CO</i>
<i>DBE Disparity Study</i>	<i>2017</i>	<i>N/A</i>	<i>OT-OT-MS</i>
<i>Infield Safety Area Rehabilitation Part A</i>	<i>2018</i>	<i>EA</i>	<i>ST-RW-SF</i>
<i>Land Acquisition</i>	<i>2018</i>	<i>EA</i>	<i>PL-LA-MS</i>
<i>Infield Safety Area Rehabilitation Part B</i>	<i>2019</i>	<i>EA</i>	<i>ST-RW-SF</i>
<i>Terminal Complex – Design (Aprons &amp; Taxiways)</i>	<i>2019</i>	<i>EA</i>	<i>ST-TW-OB SA-TW-IM</i>
<i>North Side GA Design</i>	<i>2019</i>	<i>EA</i>	<i>ST-TE-OB SA-TW-IM</i>
<i>South Side Frontage Road Design and Construction</i>	<i>2019</i>	<i>EA</i>	<i>ST-TE-OB SA-OT-SE</i>
<i>North Side GA Construction Phase 1- Pavement/Site Prep</i>	<i>2020</i>	<i>EA</i>	<i>ST-TW-OB SA-TW-IM</i>
<i>Runway 10L-28R Overlay and Improvements</i>	<i>2020</i>	<i>EA</i>	<i>RE-RW-IM ST-RW-IN ST-TW-CO</i>
<i>ARFF Building Design</i>	<i>2021</i>	<i>EA</i>	<i>ST-TE-OB SA-BD-RA</i>
<i>Terminal Complex Design (Parking Structure)</i>	<i>2021</i>	<i>EA</i>	<i>ST-TE-OB SA-BD-SE</i>
<i>Terminal Complex Design (Terminal Building)</i>	<i>2021</i>	<i>EA</i>	<i>ST-TE-OB SA-BD-SE</i>
<i>Terminal Complex Design (Roads &amp; Surface Parking))</i>	<i>2021</i>	<i>EA</i>	<i>ST-TE-OB SA-BD-SE</i>
<i>Terminal Complex Construction (Aprons &amp; Taxiways)</i>	<i>2022</i>	<i>EA</i>	<i>ST-TW-OB SA-TW-SE</i>
<i>ARFF Building – Demo and Temporary ARFF Structure</i>	<i>2022</i>	<i>EA</i>	<i>ST-TE-OB SA-BD-SE</i>

**PURPOSE**

CA Capacity  
 EN Environmental  
 OT Other  
 PL Planning  
 RE Reconstruction  
 SA Safety/Security  
 SP Special Prog.  
 ST Standards

**COMPONENT**

BD Building  
 EQ Equipment  
 LA Land  
 OT Other  
 PL Planning  
 RW Runway  
 TE Terminal  
 TW Taxiway

**TYPE**

CO Construction  
 EX Extension/Expansion  
 IM Improvements  
 IN Instrument Appr Aide  
 MA Master Plan  
 MS Misc.  
 OB Obstruction Removal  
 RA Reloc Assist  
 RF ARFF Vehicle  
 SE Security Improvement  
 SF RW Safety Area

## 1.0 Entitlement Forecast Table

### Entitlement Formula

\$7.80 per 1st 50,000 boardings

\$5.20 per next 50,000 boardings

\$2.60 per next 400,000 boardings

\$0.65 per next 500,000 boardings

\$0.50 per each boarding in excess of 1 million

The total amount is then doubled to equal actual entitlement

**Note:** Enplanements are based on ACAIS data which is two years behind current date. All Estimated Enplanements are based on a conservative increase per T.A.F. Forecast. Utilizing, the above information, it is predicted that a leveling off has occurred and therefore we expect a slow rise in enplanements over the next few years as based on percentage and historical data.

Enplanements		Actual Enplanements	50,000 @ \$7.80	50,000 @ \$5.20	400,000 @ \$2.60	Total Cost	Calculated Entitlements
CY	For FY						
2008	2010	207964	\$390,000	\$260,000	\$280,706	\$930,706	\$1,861,412
2009	2011	191585	\$390,000	\$260,000	\$238,121	\$888,121	\$1,776,242
2010	2012	190527	\$390,000	\$260,000	\$235,370	\$885,370	\$1,770,740
2011	2013	181640	\$390,000	\$260,000	\$212,264	\$862,264	\$1,724,528
2012	2014	196268	\$390,000	\$260,000	\$250,296	\$900,296	\$1,800,592
2013	2015	205838	\$390,000	\$260,000	\$275,179	\$923,179	\$1,850,358
2014	2016	186935	\$390,000	\$260,000	\$226,031	\$876,031	\$1,752,062
2015	2017	180605	\$390,000	\$260,000	\$209,573	\$859,573	\$1,719,146
<b>CY</b>	<b>For FY</b>	<b>Estimated Enplanements</b>					
2016	2018	189635	\$390,000	\$260,000	\$233,051	\$883,051	\$1,766,102

Monterey Regional Airport - PROPOSED ACIP 2017-2022					
	PROJECT DESCRIPTION	Project Cost	FAA AIP Eligible <sup>1</sup>	Local Share AIP Match	Local Share Remaining
<b>SHORT TERM PROGRAM (0-5 YEARS)</b>					
<b>2017</b>					
1	Replacement Airfield Electrical Vault	\$ 1,016,280	\$ 921,359	\$ 94,921	\$ -
2	Disparity Study	\$ 317,310	\$ 287,673	\$ 29,637	
<b>2017</b>	<b>TOTALS</b>	<b>\$ 1,333,590</b>	<b>\$ 1,209,033</b>	<b>\$ 124,557</b>	<b>\$ -</b>
<b>2018</b>					
3	Infield Safety Area Rehabilitation Part A	\$ 3,901,680	\$ 3,537,263	\$ 364,417	\$ -
4	South Side Land Acquisition (5.5 acres)	\$ 7,000,000	\$ 6,346,200	\$ 653,800	\$ -
<b>2018</b>	<b>TOTALS</b>	<b>\$ 10,901,680</b>	<b>\$ 9,883,463</b>	<b>\$ 1,018,217</b>	<b>\$ -</b>
<b>2019</b>					
5	Infield Safety Area Rehabilitation Part B	\$ 3,203,650	\$ 2,904,429	\$ 299,221	
6	Terminal Complex - Design (Aprons & Taxiways)	\$ 852,000	\$ 772,423	\$ 79,577	\$ -
7	North Side GA - Design	\$ 1,675,100	\$ 1,518,646	\$ 156,454	\$ -
8	South Side Frontage Road Design and Construction	\$ 5,000,000	\$ 2,000,000	\$ 467,000	\$ 2,533,000
<b>2019</b>	<b>TOTALS</b>	<b>\$ 10,730,750</b>	<b>\$ 7,195,498</b>	<b>\$ 1,002,252</b>	<b>\$ 2,533,000</b>
<b>2020</b>					
9	North Side GA - Construction (Phase 1-Pavement/Site Prep) <sup>2</sup>	\$ 17,871,000	\$ 16,201,849	\$ 1,669,151	\$ -
10	Runway 10L-28R Overlay and Improvements (PAPI, Twy K, L)	\$ 2,100,000	\$ 1,903,860	\$ 196,140	\$ -
<b>2020</b>	<b>TOTALS</b>	<b>\$ 19,971,000</b>	<b>\$ 18,105,709</b>	<b>\$ 1,865,291</b>	<b>\$ -</b>
<b>2021</b>					
11	ARFF Building - Design	\$ 960,000	\$ 870,336	\$ 89,664	
12	Terminal Complex - Design (Parking Structure)	\$ 1,296,000	\$ -	\$ -	\$ 1,296,000
13	Terminal Complex - Design (Terminal Building)	\$ 6,000,000	\$ 3,000,000	\$ 280,200	\$ 2,719,800
14	Terminal Complex - Design (Roads & Surface Parking)	\$ 2,647,000	\$ 1,222,000	\$ 114,135	\$ 1,310,865
<b>2021</b>	<b>TOTALS</b>	<b>\$ 10,903,000</b>	<b>\$ 5,092,336</b>	<b>\$ 483,999</b>	<b>\$ 5,326,665</b>
<b>2022</b>					
15	Terminal Complex - Construction (Aprons & Taxiways)	\$ 9,088,000	\$ 8,239,181	\$ 848,819	
16	ARFF Building - Demo and Temporary ARFF Structure	\$ 900,000	\$ 815,940	\$ 84,060	\$ -
<b>2022</b>	<b>TOTALS</b>	<b>\$ 9,988,000</b>	<b>\$ 9,055,121</b>	<b>\$ 932,879</b>	<b>\$ -</b>
<sup>1</sup> MRY Federal share at 90.66%					
<sup>2</sup> Does not include hangars or fuel farm					

**Monterey Regional Airport - ACIP**

	PROJECT DESCRIPTION	Project Cost	FAA AIP Eligible'	Local Share AIP Match	Local Share Remaining
<b>SHORT TERM PROGRAM (0-5 YEARS)</b>					
<b>2017</b>					
1	Replacement Airfield Electrical Vault	\$ 1,016,280	\$ 921,359	\$ 94,921	\$ -
2	Disparity Study	\$ 317,310	\$ 287,673	\$ 29,637	
<b>2017</b>	<b>TOTALS</b>	<b>\$ 1,333,590</b>	<b>\$ 1,209,033</b>	<b>\$ 124,557</b>	<b>\$ -</b>
<b>2018</b>					
3	Infield Safety Area Rehabilitation Part A	\$ 3,901,680	\$ 3,537,263	\$ 364,417	\$ -
4	South Side Land Acquisition (5.5 acres)	\$ 7,000,000	\$ 6,346,200	\$ 653,800	\$ -
<b>2018</b>	<b>TOTALS</b>	<b>\$ 10,901,680</b>	<b>\$ 9,883,463</b>	<b>\$ 1,018,217</b>	<b>\$ -</b>
<b>2019</b>					
5	Infield Safety Area Rehabilitation Part B	\$ 3,203,650	\$ 2,904,429	\$ 299,221	
6	Terminal Complex - Design (Aprons & Taxiways)	\$ 852,000	\$ 772,423	\$ 79,577	\$ -
7	North Side GA - Design	\$ 1,675,100	\$ 1,518,646	\$ 156,454	\$ -
8	South Side Frontage Road Design and Construction	\$ 5,000,000	\$ 2,000,000	\$ 467,000	\$ 2,533,000
<b>2019</b>	<b>TOTALS</b>	<b>\$ 10,730,750</b>	<b>\$ 7,195,498</b>	<b>\$ 1,002,252</b>	<b>\$ 2,533,000</b>
<b>2020</b>					
9	North Side GA - Construction (Phase 1-Pavement/Site Prep) <sup>2</sup>	\$ 17,871,000	\$ 16,201,849	\$ 1,669,151	\$ -
10	Runway 10L-28R Overlay and Improvements (PAPI, Twy K, L)	\$ 2,100,000	\$ 1,903,860	\$ 196,140	\$ -
<b>2020</b>	<b>TOTALS</b>	<b>\$ 19,971,000</b>	<b>\$ 18,105,709</b>	<b>\$ 1,865,291</b>	<b>\$ -</b>
<b>2021</b>					
11	ARFF Building - Design	\$ 960,000	\$ 870,336	\$ 89,664	
12	Terminal Complex - Design (Parking Structure)	\$ 1,296,000	\$ -	\$ -	\$ 1,296,000
13	Terminal Complex - Design (Terminal Building)	\$ 6,000,000	\$ 3,000,000	\$ 280,200	\$ 2,719,800
14	Terminal Complex - Design (Roads & Surface Parking)	\$ 2,647,000	\$ 1,222,000	\$ 114,135	\$ 1,310,865
<b>2021</b>	<b>TOTALS</b>	<b>\$ 10,903,000</b>	<b>\$ 5,092,336</b>	<b>\$ 483,999</b>	<b>\$ 5,326,665</b>
<b>2022</b>					
15	Terminal Complex - Construction (Aprons & Taxiways)	\$ 9,088,000	\$ 8,239,181	\$ 848,819	\$ -
16	ARFF Building - Demo and Temporary ARFF Structure	\$ 900,000	\$ 815,940	\$ 84,060	\$ -
<b>2022</b>	<b>TOTALS</b>	<b>\$ 9,988,000</b>	<b>\$ 9,055,121</b>	<b>\$ 932,879</b>	<b>\$ -</b>
<b>2023</b>					
17	Terminal Complex - Construction (Terminal Building) <sup>3</sup>	\$ 64,000,000	\$ 32,000,000	\$ 2,988,800	\$ 29,011,200
<b>2023</b>	<b>TOTALS</b>	<b>\$ 64,000,000</b>	<b>\$ 32,000,000</b>	<b>\$ 2,988,800</b>	<b>\$ 29,011,200</b>
<b>2024</b>					
18	Terminal Complex - Construction (Roads & Surface Parking)	\$ 28,231,000	\$ 13,030,000	\$ 1,217,002	\$ 13,983,998
19	Terminal Complex - Construction (Parking Structure)	\$ 13,824,000	\$ -	\$ -	\$ 13,824,000
<b>2024</b>	<b>TOTALS</b>	<b>\$ 42,055,000</b>	<b>\$ 13,030,000</b>	<b>\$ 1,217,002</b>	<b>\$ 27,807,998</b>
<b>2025</b>					
20	ARFF Building - Construction	\$ 10,240,000	\$ 9,283,584	\$ 956,416	\$ -
21	Demolish Old Terminal Building	\$ 7,000,000	\$ 6,346,200	\$ 653,800	\$ -
<b>2025</b>	<b>TOTALS</b>	<b>\$ 17,240,000</b>	<b>\$ 15,629,784</b>	<b>\$ 1,610,216</b>	<b>\$ -</b>
<b>2026</b>					
22	Taxiway A Shift to 327.5 - Env. Design, Construction	\$ 10,000,000	\$ 9,066,000	\$ 934,000	\$ -
<b>2026</b>	<b>TOTALS</b>	<b>\$ 10,000,000</b>	<b>\$ 9,066,000</b>	<b>\$ 934,000</b>	<b>\$ -</b>
<b>2027</b>					
23	North Side Access Road - Env., Design, Construction	\$ 15,200,000	\$ 7,600,000	\$ 1,419,680	\$ 6,180,320
<b>2026</b>	<b>TOTALS</b>	<b>\$ 15,200,000</b>	<b>\$ 7,600,000</b>	<b>\$ 1,419,680</b>	<b>\$ 6,180,320</b>
<b>2028 and beyond</b>					
24	Airport Perimeter Fence	\$ 850,000	\$ 770,610	\$ 79,390	\$ -
25	North Side GA - Construction (Phase 2-Pavement) <sup>2</sup>	\$ 8,376,900	\$ 7,594,498	\$ 782,402	\$ -
26	Maintenance Building	\$ 1,200,000	\$ 1,087,920	\$ 112,080	\$ -
27	Acquire ARFF Vehicle	\$ 750,000	\$ 679,950	\$ 70,050	\$ -
28	Extend Taxiway B to Rwy 28L Threshold	\$ 1,873,000	\$ 1,698,062	\$ 174,938	\$ -

<sup>1</sup>MRY Federal share at 90.66%

<sup>2</sup>Does not include hangars or fuel farm

<sup>3</sup>Terminal construction estimated at 50% eligible

## **2017- Replacement Airfield Electrical Vault**

### The Need

The Monterey Regional Airport (Airport) is seeking federal funds to purchase upgraded electrical equipment to replace outdated electrical equipment that will be used to power the existing Airfield Lighting System. Currently, the Airport's electrical equipment is outdated and therefore not as efficient or reliable as the most up-to-date electrical equipment to power the Airfield Lighting System.

**Justification Reference:** AC 150/5345

### Environmental

**CEQA:** *N/A*

**NEPA:** *CAT EX*

### Finance

This Project's estimated total cost is: \$1,016,280. The cost is to be paid for using 90.66% AIP funds 9.34% PFC match.

### Project Scope

The existing Airfield Lighting regulator equipment has become unreliable and needs to be updated to current lighting and electrical standards. The Airport Regulator Building Electrical and Mechanical System update will include the minimum requirements for an Airport Lighting Control and Monitoring System (ALCMS). The ALCMS simplifies the control and monitoring of lighted visual aids and enhances airport safety.

## AWP ACIP DATA SHEET

Prepared by: SFO-625  
Date: 9-14-04

<b>Airport Name</b>		<b>Monterey Peninsula Airport District</b>	<b>Fiscal Year</b>	<b>2017</b>	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
N/A	<b>Development RE-EQ-CO</b>	<b>Replacement Airfield Electrical Vault</b>	<b>921,359</b>	<b>94,921</b>	<b>1,016,280</b>

\*A-Acquisition; D-Development; P-Planning; E-Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITH 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

**The Monterey Regional Airport (Airport) is seeking federal funds to purchase upgraded electrical equipment to replace outdated electrical equipment that will be used to power the existing Airfield Lighting System. Currently, the Airport's electrical equipment is outdated and therefore not as efficient or reliable as the most up-to-date electrical equipment to power the Airfield Lighting System. The Airport Regulator Building Electrical and Mechanical System update will include the minimum requirements for an Airport Lighting Control and Monitoring System (ALCMS). The ALCMS simplifies the control and monitoring of lighted visual aids and enhances airport safety.**

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

**Estimated Start: 7/1/2017**  
**Estimated End: 12/30/2017**  
**Estimated Duration in days:180**

NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)

**Cat Ex submitted 10/16**

Land Title Status & Date of Exhibit "A" Status

Date

**See Property Map Exhibit A dated May 2016, Exhibit B**

**05/2016**

Open AIP Funded Projects

Date  
As of 11/2016

**Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)**

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Name and Title of Authorized Representative (Print or Type)

Contact Name and Title (Print or Type)

**Chris Morello, Senior Planning Manager**

**Chris Morello, Senior Planning Manager**

Signature

Date

Contact Phone (Print or Type)

**11/10/2016**

**831-333-2312**

## 2017 Disadvantaged Business Enterprise (DBE) Disparity Study

### The Need

All sponsors in the Western States have been directed to **reevaluate** the overall DBE goal methodologies being used to insure compliance with both the 2005 Ninth Circuit Court of Appeal's decision and the 2006 USDOT's guidance in regard to establishing race-conscious and race-neutral DBE programs. In the 2006 DOT guidance, sponsors were also informed that the costs of conducting disparity studies are reimbursable from Federal program funds, subject to the availability of those funds.

**Justification Reference:** 49 CFR Part 26 and the National Disadvantaged Business Enterprise (DBE) Program to be constitutional, it was noted that any race-conscious DBE Program must have evidence of discrimination.

### Environmental

*CEQA: N/A*

*NEPA: N/A*

### Finance

This Project's estimated total cost is: \$317,310.00. The cost is to be paid for using 90.66% AIP funds 9.34% PFC match.

### Project Scope

Sponsors were instructed to plan through an evidence-gathering process which will study whether there is any existence of discrimination and if so, its effects in the MRY market. An action plan describing the study and a time line for its completion will be included in the evidence gathering effort. Once the study is completed, MPAD will reevaluate the overall DBE goal methodologies to insure it is in compliance with both the 2005 Ninth Circuit Court of Appeal's decision and the 2006 USDOT's guidance in regard to establishing race-conscious and race-neutral DBE programs.



## AWP ACIP DATA SHEET

Prepared by: SFO-625  
Date: 9-14-04

<b>Airport Name</b>		<b>Monterey Peninsula Airport District</b>	<b>Fiscal Year</b>	<b>2017</b>	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
N/A	<b>Planning OT-OT-MS</b>	<b>DBE Disparity Study</b>	<b>287,673</b>	<b>29,637</b>	<b>317,310</b>

\*A-Acquisition; D-Development; P-Planning; E-Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITH 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

**49 CFR Part 26 and the National Disadvantaged Business Enterprise (DBE) Program to be constitutional, it was noted that any race-conscious DBE Program must have evidence of discrimination. All sponsors in the Western States have been directed to reevaluate their overall DBE goal methodologies to insure it is in compliance with both the 2005 Ninth Circuit Court of Appeal's decision and the 2006 USDOT's guidance in regard to establishing race-conscious and race-neutral DBE programs. In the 2006 DOT guidance, sponsors were also informed that the costs of conducting disparity studies are reimbursable from Federal program funds, subject to the availability of those funds. Sponsors were instructed to provide an evidence-gathering process which will study whether there is any existence of discrimination and if so, its effects in the MRY market. An action plan describing the study and a time line for its completion will be included in the evidence gathering effort.**

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

**Estimated Start: 4/1/2017  
Estimated End: 9/30/2017  
Estimated Duration in days: 180**

NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)

N/A

Land Title Status & Date of Exhibit "A" Status

Date

**See Property Map Exhibit A dated May 2016**

**05/2016**

Open AIP Funded Projects

Date  
As of 11/2016

**Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)**

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Name and Title of Authorized Representative (Print or Type)

Contact Name and Title (Print or Type)

**Chris Morello, Senior Planning Manager**

**Chris Morello, Senior Planning Manager**

Signature

Date

Contact Phone (Print or Type)

**11/10/16**

**831-333-2312**

## **2018-2019- Infield Safety Area Rehabilitation Construction Part A – B**

### The Need

The runway safety area infields at the Monterey Peninsula Airport are quickly reaching the end of their useful life. The infields were last updated incrementally, the oldest being over 20 years, while the newest being at least 15 years old. The age and condition of the pavement infields have reached the point that serious rehab work needs to be completed to eliminate ongoing FOD issues and before reaching the point where reconstruction is the only option. To add to this, each of the main taxiways, all of the associated connecting taxiways, and the runway itself have received new overlays which have increased the slope into the infields to more than a 5% grade. The infields rehabilitation will bring the grade slope within the acceptable allowable limits as prescribed in the FAA airport design guidelines. The infields are recommended to receive a treatment option that will reduce and eliminate the threat of wildlife hazard strikes which have been documented at the Monterey Airport.

The runway safety area infields of Runway 10R/28L are a combination of dirt and pavement, with some of the areas composed entirely of dirt, and others being composed entirely of chip seal pavement. To control the impacts of erosion, both the dirt and paved infield safety areas need to be improved. For purposes of erosion/FOD control/aircraft safety, the chip sealed infield areas need to be reconstructed. Both of these improvements will provide additional benefits: 1) the infield safety areas will be brought into compliance with FAA airport design standards, since each of the main taxiways, all of the associated connecting taxiways, and Runway 10R/28L, itself, have received new overlays which have increased the slope into the infields to more than a 5% grade; 2) elimination of the threat of wildlife hazard-related strikes, given the removal of raptor bird food sources in these areas as recommended in the Wildlife Hazard Management Plan as an infield management safety program.

### Environmental

**CEQA:** *Initial Study will provide guidance to appropriate Environmental Document to be prepared; anticipated to be a Mitigated Negative Declaration.*

**NEPA:** *Environmental Assessment grant was approved in 2015 with completion in 2017.*

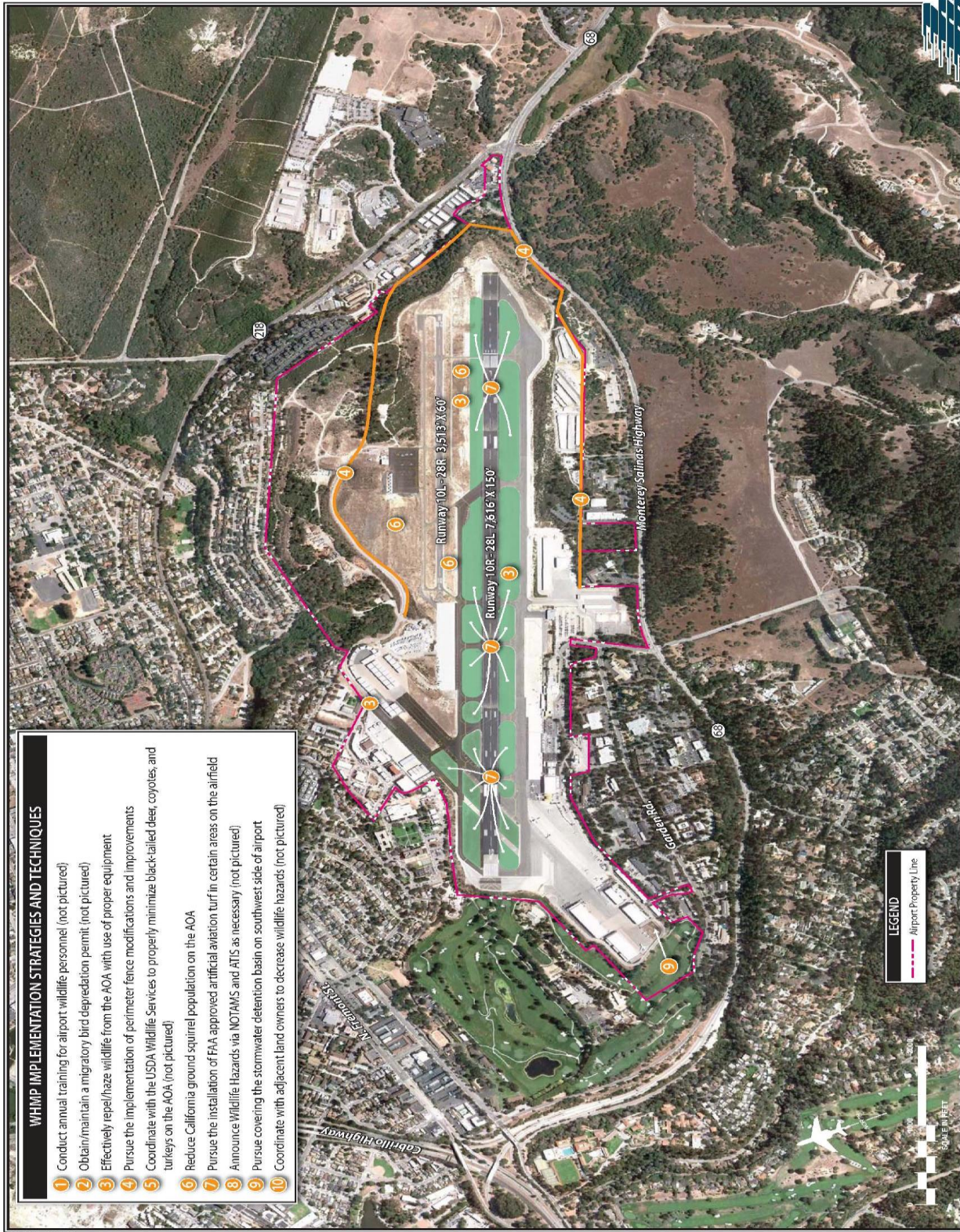
### Finance

The proposed project will be financed through AIP 90.66 % funds as well as 9.34% PFC and local. Current estimates for this project is \$7,105,333.00 to be completed over two phases.

### Project Scope

This project will constitute two phases of the Infield Safety Area Improvement Project (see attachment) The project's scope includes rehabilitation of existing infields, both impervious and non-impervious, controlling erosion, bringing the percent slope within airport design guideline standards. The treatment option for the infields hopes to achieve reduction of erosion for both dirt and paved (due to jet blast and washout) infield safety areas, stabilization of runway and taxiway shoulders, enhancement of pavement delineation, reduction of FOD, and reducing the need for personnel to be in the safety areas (maintenance). In addition, the reducing wildlife hazards around the airport's movement surfaces have been identified as an issue. The results of the airport's FAA required Wildlife Hazard Assessment study (due to wildlife strikes) show that a treatment option for the infields that will reduce, if not eliminate, the future potential of wildlife hazards (elimination of food sources for raptors/control of ground squirrels), will greatly enhance the safety of the airport's movement surfaces.





- WIMP IMPLEMENTATION STRATEGIES AND TECHNIQUES**
- 1 Conduct annual training for airport wildlife personnel (not pictured)
  - 2 Obtain/maintain a migratory bird depredation permit (not pictured)
  - 3 Effectively repel/haze wildlife from the AOA with use of proper equipment
  - 4 Pursue the implementation of perimeter fence modifications and improvements
  - 5 Coordinate with the USDA Wildlife Services to properly minimize black-tailed deer, coyotes, and turkeys on the AOA (not pictured)
  - 6 Reduce California ground squirrel population on the AOA
  - 7 Pursue the installation of FAA approved artificial aviation turf in certain areas on the airfield
  - 8 Announce Wildlife Hazards via NOTAMS and ATIS as necessary (not pictured)
  - 9 Pursue covering the stormwater detention basin on southwest side of airport
  - 10 Coordinate with adjacent land owners to decrease wildlife hazards (not pictured)

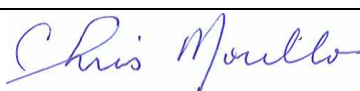
**LEGEND**  
 Airport Property Line





## AWP ACIP DATA SHEET

Prepared by: SFO-625  
Date: 9-14-04

<b>Airport Name</b>		<b>Monterey Peninsula Airport</b>	<b>Fiscal Year</b>	<b>2018</b>	
<b>Shown on ALP</b>	<b>Project Type*</b>	<b>Project Description:</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
<b>Yes</b>	<b>Development ST –RW-SF</b>	<b>Infield Safety Area Rehabilitation, Part A</b>	<b>\$ 3,537,263</b>	<b>\$ 364,417</b>	<b>\$3,901,680</b>
* D – Development; P – Planning; E - Environmental					
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>Infield Safety Area Rehabilitation Part A of the project will cover about 742,000 sq.ft. of infield areas. The project's scope includes rehabilitation of existing infields, both impervious and non-impervious, controlling erosion, bringing the percent slope within airport design guideline standards, and converting all infields to meet the EA objective. The system for the infields hopes to achieve reduction of erosion for both dirt and paved (due to jet blast and washout) infield safety areas, stabilization of runway and taxiway shoulders, enhancement of pavement delineation, reduction of FOD, and reducing the need for personnel to be in the safety areas (maintenance). In addition, the system will reduce wildlife hazards around the airport's movement surfaces which have been identified as an issue. The results of the airport's FAA required Wildlife Hazard Assessment study (due to wildlife strikes) show that the new system for the infields should greatly reduce, if not eliminate, the future potential of wildlife hazards (elimination of food sources for raptors/control of ground squirrels), as well as greatly enhance the safety of the airport's movement surfaces.</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 01/10/2018 Calendar Year</b> <b>Estimated End: 07/02/2018 Calendar Year</b> <b>Estimated Duration in days : 172</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review documents both NEPA/CEQA CAT EX will be completed in 2017.</b>					
Land Title Status & Date of Exhibit "A" Status			Date 05/2016		
<b>See Property Map Exhibit A dated May 2016, Exhibit C</b>					
Open AIP Funded Projects			Date: as of 11/2016		
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		<b>11/10/2016</b>	<b>831-333-2312</b>		

**AWP ACIP DATA SHEET**

Airport Name		Monterey Peninsula Airport	Fiscal Year	2019	
Shown on ALP	Project Type*	Project Description	Federal Share	Local Share	Total
Yes	Development SA –RW-SF	Infield Safety Area Rehabilitation, Part B	\$ 2,904,429	\$ 299,221	\$3,203,650

\* D – Development; P – Planning; E - Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

**Infield Safety Area Rehabilitation Part B** the project will cover about 942,000 sq ft of the infield areas. The project's scope includes rehabilitation of existing infields, both impervious and non-impervious, controlling erosion, bringing the percent slope within airport design guideline standards, and converting all infields to meet the EA objective. The system for the infields hopes to achieve reduction of erosion for both dirt and paved (due to jet blast and washout) infield safety areas, stabilization of runway and taxiway shoulders, enhancement of pavement delineation, reduction of FOD, and reducing the need for personnel to be in the safety areas (maintenance). In addition, the system will reduce wildlife hazards around the airport's movement surfaces which have been identified as an issue. The results of the airport's FAA required Wildlife Hazard Assessment study (due to wildlife strikes) show that the new system for the infields should greatly reduce, if not eliminate, the future potential of wildlife hazards (elimination of food sources for raptors/control of ground squirrels), as well as greatly enhance the safety of the airport's movement surfaces.

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

**Estimated Start: 01/10/2019 Calendar Year**

**Estimated End: 07/02/2019 Calendar Year**

**Estimated Duration in days : 172**

NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)

**Anticipated that environmental review documents both NEPA/CEQA CAT EX will be completed in 2017.**

Land Title Status & Date of Exhibit "A" Status

Date 06-2016

**See Property Map Exhibit A dated May 2016, Exhibit C**

Open AIP Funded Projects

Date: as of 11/15/16

**Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)**

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Name and Title of Authorized Representative (Print or Type)

Contact Name and Title (Print or Type)

**Chris Morello, Senior Planning Manager**

**Chris Morello, Senior Planning Manager**

Signature



Date

11/10/2016

Contact Phone (Print or Type)

831-333-2312

## **2016 Land Acquisition**

### The Need

The need for the acquisition of this approximately 5.5 acre property is twofold: short-term land use compatibility, in preventing the encroachment of land uses incompatible with the Airport; and airport access and circulation, including access to the future airport passenger terminal.

Monterey Regional Airport is surrounded by land uses controlled by a variety of public jurisdictions, including the City of Monterey, the City of Del Rey Oaks and the County of Monterey. In the short term, acquisition of this property would protect the airport from the establishment of uses which could curtail the ability of the airport to operate. Long-term, acquisition of this property is necessary for airport terminal access and circulation in the terminal area.

### Environmental

*CEQA: An Environmental Impact Report is currently being conducted..*

*NEPA: An Environmental Assessment is currently being conducted.*

### Finance

This Project's estimated total cost is: \$7,000,000.00. The cost is to be paid for using 90.66% AIP funds 9.34% PFC match.

### Project Scope

This scope of this project includes the acquisition of approximately five acre of real property, buildings and improvements. Acquisition will be based on appraised value; no relocation is anticipated. The property proposed to be acquired is approximately 800 feet east of the Highway 68/Olmsted Road intersection. The area is already surrounded by the Airport on three sides.

## AWP ACIP DATA SHEET

Prepared by: SFO-625  
Date: 9-14-04

<b>Airport Name</b>		<b>Monterey Peninsula Airport District</b>	<b>Fiscal Year</b>	<b>2018</b>	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
<b>Yes</b>	<b>Acquisition PL-LA-MS</b>	<b>Acquisition of real property.</b>	<b>6,346,200</b>	<b>653,880</b>	<b>7,000,000</b>

\*A-Acquisition; D-Development; P-Planning; E-Environmental

PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITH 1-2 YEARS

Detail Project Description (Square/Lineal Footage or Length/Width)

**Acquisition of this real property will accomplish short-term land use compatibility by preventing the encroachment of land uses incompatible with the Airport; and provide airport access and circulation, including access to the future airport passenger terminal.**

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

**Estimated Start: 4/1/2018**  
**Estimated End: 12/31/2019**  
**Estimated Duration in days: 630**

NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)

**Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.**

Land Title Status & Date of Exhibit "A" Status

Date

**See Property Map Exhibit A dated May 2016, Exhibit D1**

**06/2016**

Open AIP Funded Projects

Date  
As of 11/2016

**Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)**

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Name and Title of Authorized Representative (Print or Type)

Contact Name and Title (Print or Type)

**Chris Morello, Senior Planning Manager**

**Chris Morello, Senior Planning Manager**

Signature

Date

Contact Phone (Print or Type)



**11/10/2016**

**831-333-2312**

**2019 Terminal Complex Design (Aprons & Taxiways), 2019 Northside GA Design, 2019 South side Frontage Road Design, 2020 North Side GA Construction Phase 1 – 2021 ARFF Building Design, 2021, Terminal Complex Design (Parking, Terminal, Roads and Surfaces), 2022 Terminal Complex Construction (Aprons & Taxiways), 2022 Demo and Temporary ARFF Structure**

The Need

The Monterey Regional Airport (Airport) is proposing to undertake an Airport Safety Enhancement Project for Taxiway “A” Relocation and Associated Building Relocations (safety enhancement project). The purpose of this project is to provide a consistent 327.5-foot, centerline to centerline, separation between the primary runway at the Airport (Runway 10R-28L) and the parallel taxiway on its south side (Taxiway A). Currently, there is an approximate 1,850-linear foot portion of Taxiway A that is only 275 feet from Runway 10R-28L, centerline to centerline. The recent Draft Airport Master Plan recommends relocating this portion of Taxiway A to provide a uniform runway-taxiway separation of 325.7 feet for the entire length of the taxiway. A risk assessment completed for FAA, during the Master Plan evaluation process, indicates that airport safety would be enhanced significantly by providing a uniform 327.5 feet separation along the entire length of Taxiway A.

Once this safety improvement is made, however, there will be insufficient separation between Taxiway A and the existing commercial terminal for aircraft parking and airport vehicle movement areas. Therefore, the proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. Various alternatives for the terminal relocation, which would include internal airport access and road improvements as well as relocated automobile parking, will be addressed to accommodate the change in runway/taxiway separation. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.

**Justification Reference:** This Project is necessary to provide adequate Terminal and ARFF Rescue Facilities. Eligibility is based on Order 5100.38B

Environmental

**CEQA:** *An Environmental Impact Report is currently being conducted..*

**NEPA:** *An Environmental Assessment is currently being conducted.*


Project Scope

The EA/EIR preparation is underway and expected to be completed in 2018. The design will not exceed 15% until the completion of the EA/FONSI. Design up to 100% will be needed to move into construction. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. All of these project components would be phased.


- Phase 1: Terminal Complex Apron and Taxiway Design, Northside GA Design, South side Frontage Road Design.
- Phase 2: Northside GA Construction Phase 1 pavement/site preparation.
- Phase 3: ARFF building Design, Terminal Complex Design (Parking, Terminal Building, Roads and Surfaces).
- Phase 4: Terminal Complex Construction (Aprons & Taxiways, ) Demolition of the existing terminal building and construction of a temporary relocated ARFF building.




## AWP ACIP DATA SHEET

<b>Airport Name</b>		<b>Monterey Peninsula Airport</b>	<b>Fiscal Year</b>	<b>2019</b>	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
Yes	<b>Development</b> <b>ST-TW-OB</b> <b>SA-TW-IM</b>	<b>Terminal Complex Design (Aprons &amp; Taxiways)</b>	<b>\$ 772,423</b>	<b>\$ 79,577</b>	<b>\$852,000</b>
* D – Development; P – Planning; E - Environmental					
<b>PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS</b>					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>This Phase will continue design to 100% for the Terminal Complex Apron and Taxiway Design to support the building of a new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 08/01/2019</b> <b>Estimated End: 05/01/2020</b> <b>Estimated Duration in days : 150</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.</b>					
Land Title Status & Date of Exhibit "A" Status			Date 06-2016		
<b>See Property Map Exhibit A dated May 2016, Exhibits D1,D2,D3,D4</b>					
Open AIP Funded Projects			Date: as of 11/2016		
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		11/10/2016	831-333-2312		

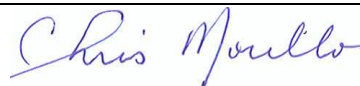
## AWP ACIP DATA SHEET

<b>Airport Name</b>		<b>Monterey Peninsula Airport</b>	<b>Fiscal Year</b>	<b>2019</b>	
Shown on ALP	Project Type*	Project Description: North Side GA Design	Federal Share	Local Share	Total
Yes	<b>Development</b> <b>ST-TE-OB</b> <b>SA-TW-IM</b>	<b>North Side GA Design</b>	<b>\$ 1,518,646</b>	<b>\$ 156,454</b>	<b>\$1,675,100</b>
* D – Development; P – Planning; E - Environmental					
<b>PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS</b>					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>This Phase will continue design to 100% for the Northside GA move to support the building of a new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 08/01/2019</b> <b>Estimated End: 05/01/2020</b> <b>Estimated Duration in days : 150</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.</b>					
Land Title Status & Date of Exhibit "A" Status			Date 06-2016		
<b>See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4</b>					
Open AIP Funded Projects			Date: as of 11/2016		
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		11/10/2016	831-333-2312		


## AWP ACIP DATA SHEET

<b>Airport Name</b>		<b>Monterey Peninsula Airport</b>	<b>Fiscal Year</b>	<b>2019</b>	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
Yes	<b>Development</b> <b>ST-TE-OB</b> <b>SA-OT-SE</b>	<b>South Side Frontage Road Design</b>	<b>\$ 2,000,000</b>	<b>\$ 3,000,000</b>	<b>\$5,000,000</b>
* D – Development; P – Planning; E - Environmental					
<b>PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS</b>					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>This Phase will continue design to 100% for the Southside Frontage Road to support the building of a new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 08/01/2019</b> <b>Estimated End: 05/01/2020</b> <b>Estimated Duration in days : 150</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.</b>					
Land Title Status & Date of Exhibit "A" Status			Date 06-2016		
<b>See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4</b>					
Open AIP Funded Projects			Date: as of 11/2016		
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		11/10/2016	831-333-2312		


**AWP ACIP DATA SHEET**

<b>Airport Name</b>		<b>Monterey Peninsula Airport</b>	<b>Fiscal Year</b>	<b>2020</b>	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
Yes	<b>Development ST-TW-OB SA-TW-IM</b>	<b>North Side GA Construction Phase 1</b>	<b>\$ 16,201,849</b>	<b>\$ 1,669,151</b>	<b>\$17,871,000</b>
* D – Development; P – Planning; E - Environmental					
<b>PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS</b>					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>This Phase be Northside GA Construction Phase 1 to support the building of a new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 04/01/2020</b> <b>Estimated End: 05/01/2021</b> <b>Estimated Duration in days : 365</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.</b>					
Land Title Status & Date of Exhibit "A" Status			Date 06-2016		
<b>See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4</b>					
Open AIP Funded Projects			Date: as of 11/2016		
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		11/10/2016	831-333-2312		

## AWP ACIP DATA SHEET

<b>Airport Name</b>		<b>Monterey Peninsula Airport</b>	<b>Fiscal Year</b>	<b>2021</b>	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
Yes	<b>Development</b> <b>ST-TE-OB</b> <b>SA-BD-RA</b>	ARFF Building Design	<b>\$ 870,336</b>	<b>\$ 89,664</b>	<b>\$960,000</b>
* D – Development; P – Planning; E - Environmental					
<b>PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS</b>					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>This Phase would include ARFF Building Design to support the building of a new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 04/01/2021</b> <b>Estimated End: 05/01/2022</b> <b>Estimated Duration in days : 150</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.</b>					
Land Title Status & Date of Exhibit "A" Status			Date 06-2016		
<b>See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4</b>					
Open AIP Funded Projects			Date: as of 11/2016		
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		11/10/2016	831-33-2312		

## AWP ACIP DATA SHEET

<b>Airport Name</b>		<b>Monterey Peninsula Airport</b>	<b>Fiscal Year</b>	<b>2021</b>	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
Yes	Development ST-TE-OB SA-BD-SE	<b>Terminal Complex Design – Parking Structure</b>	\$ 0	\$ 1,296,000	\$1,296,000
* D – Development; P – Planning; E - Environmental					
<b>PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS</b>					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>This Phase would include the Terminal Complex Design of a parking structure to support the building of a new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 04/01/2021</b> <b>Estimated End: 05/01/2022</b> <b>Estimated Duration in days : 150</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.</b>					
Land Title Status & Date of Exhibit "A" Status			Date 06-2016		
<b>See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4</b>					
Open AIP Funded Projects			Date: as of 11/2016		
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		11/10/2016	831-333-2312		

**AWP ACIP DATA SHEET**

Airport Name		Monterey Peninsula Airport	Fiscal Year	2021	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
Yes	Development ST-TE-OB SA-BD-SE	Terminal Complex Design (Terminal Building)	\$ 3,000,000	\$ 3,000,000	\$6,000,000

\* D – Development; P – Planning; E - Environmental

**PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS**

Detail Project Description (Square/Lineal Footage or Length/Width)

**This Phase would include the Terminal Building Design to support the new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.**

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

**Estimated Start: 04/01/2021**  
**Estimated End: 05/01/2022**  
**Estimated Duration in days : 150**

NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)

**Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.**

Land Title Status & Date of Exhibit "A" Status Date 06-2016

**See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4**

Open AIP Funded Projects Date: as of 11/2016

**Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)**

Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.

Name and Title of Authorized Representative (Print or Type)

Contact Name and Title (Print or Type)


**Chris Morello, Senior Planning Manager**

**Chris Morello, Senior Planning Manager**

Signature


Date

Contact Phone (Print or Type)

	11/10/2016	831-333-2312
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## AWP ACIP DATA SHEET

<b>Airport Name</b>		<b>Monterey Peninsula Airport</b>	<b>Fiscal Year</b>		<b>2021</b>
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
Yes	<b>Development</b> <b>ST-TE-OB</b> <b>SA-BD-SE</b>	<b>Terminal Complex Design Roads and Surface Parking</b>	<b>\$ 1,222,000</b>	<b>\$ 1,425,000</b>	<b>\$2,647,000</b>
* D – Development; P – Planning; E - Environmental					
<b>PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS</b>					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>This Phase would include the Terminal Complex Roads and Surface Parking Design to support the building of a new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 04/01/2021</b> <b>Estimated End: 05/01/2022</b> <b>Estimated Duration in days : 150</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017..</b>					
Land Title Status & Date of Exhibit "A" Status			Date 06-2016		
<b>See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4</b>					
Open AIP Funded Projects			Date: as of 11/2016		
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
<b>Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.</b>					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		11/10/2016	831-333-2312		



## AWP ACIP DATA SHEET

<b>Airport Name</b>		<b>Monterey Peninsula Airport</b>	<b>Fiscal Year</b>	<b>2022</b>	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
Yes	<b>Development</b> <b>ST-TW-OB</b> <b>SA-TW-SE</b>	<b>Terminal Complex Construction – Aprons and Taxiways</b>	<b>\$ 8,239,181</b>	<b>\$ 848,819</b>	<b>\$9,088,000</b>
* D – Development; P – Planning; E - Environmental					
<b>PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS</b>					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>This Phase would construct the new apron and taxiway infrastructure to support the building of a new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 04/01/2022</b> <b>Estimated End: 01/01/2024</b> <b>Estimated Duration in days : 450</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.</b>					
Land Title Status & Date of Exhibit "A" Status <span style="float: right;">Date 06-2016</span>					
<b>See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4</b>					
Open AIP Funded Projects <span style="float: right;">Date: as of 11/2016</span>					
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		11/10/2016	831-333-2312		

**AWP ACIP DATA SHEET**

Airport Name		Monterey Peninsula Airport	Fiscal Year	2022	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
Yes	Development ST-TE-OB SA-BD-SE	ARFF Building Demolition and Temporary ARFF Structure	\$ 815,940	\$ 84,060	\$900,000

\* D – Development; P – Planning; E - Environmental

**PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS**

Detail Project Description (Square/Lineal Footage or Length/Width)

**This Phase be ARFF Building demolition and temporary structure installation to support the building of a new terminal complex to improve separation standards to the main runway 10R-28L. The proposed project includes the demolition of the existing commercial terminal, which is over 60 years old, and the relocation and construction of a new commercial terminal complex in a location that would enhance the safety of aircraft and vehicles as they move along Taxiway A. To make room on the south side of the airfield for a new relocated commercial terminal complex, the existing General Aviation hangars located southeast of the existing aircraft rescue and firefighting (ARFF) building would be relocated to the north side of the airfield adjacent to Runway 10L-28R. The existing ARFF building would also need to be relocated to another area on the south ramp to make room for the commercial terminal apron. The new relocated terminal complex proposes the construction of a Highway 68 frontage road which would require either potential property acquisition or easement.**

Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)

**Estimated Start: 04/01/2022  
Estimated End: 05/01/2023  
Estimated Duration in days : 150**

NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)

**Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.**

Land Title Status & Date of Exhibit "A" Status Date 06-2016

**See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4**

Open AIP Funded Projects Date: as of 11/2016

**Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)**

**Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.**

Name and Title of Authorized Representative (Print or Type)

Contact Name and Title (Print or Type)


**Chris Morello, Senior Planning Manager**

**Chris Morello, Senior Planning Manager**

Signature

Date

Contact Phone (Print or Type)

	11/10/2016	831-333-2312
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## 2020- 10L-28R Overlay and Improvements

### The Need

Runway 10L-28R is the sole remaining airport operations area not having received a recent pavement treatment. The condition of the runway pavement has reached the point of needing an overlay to extend/maintain its useful life. Also, Taxiway Kilo and Taxiway Lima, in providing access from Runway 10L/28R to Taxiway Bravo, do not meet Taxiway Bravo, nor Runway 10L/28R at right angles, instead they are angled at 45 degrees. This 45 degree position makes this taxiways appear to be high speed and has caused confusion for pilots. To meet FAA design guidelines and enhance safety, the taxiway connections should be improved to 90 degrees. Also, the design of the associated improvements will include the addition of a PAPI for Runway 10L/28R, per the currently approved ALP for MRY. This action will support the proposed North side relocation improvements.

**Justification Reference:** FAA Order 5100.38b Paragraph 520 (a) Airfield Paving and 523 Taxiways. In an effort to enhance operational safety and capacity at the airport, this project intends to provide necessary improvements to the movement areas.

### Environmental

*CEQA: An Environmental Impact Report is currently being conducted.*

*NEPA: An Environmental Assessment is currently being conducted.*

### Finance


This Project's estimated total cost is: \$2,100,000. The cost is to be paid for using 90.66% AIP funds 9.34% PFC match.

### Project Scope

An overlay of Runway 10L-28R is proposed, consisting of 210,240 sq ft of asphalt. Alteration and reconstruction of Taxiway Kilo will consist of approximately 19,509 sq ft of pavement, realigned to a 90-degree angle to Taxiway Bravo/Runway 10L/28R, in order to meet FAA design and engineering standards. The pavement for both will be constructed in accordance with applicable FARs and ACs.

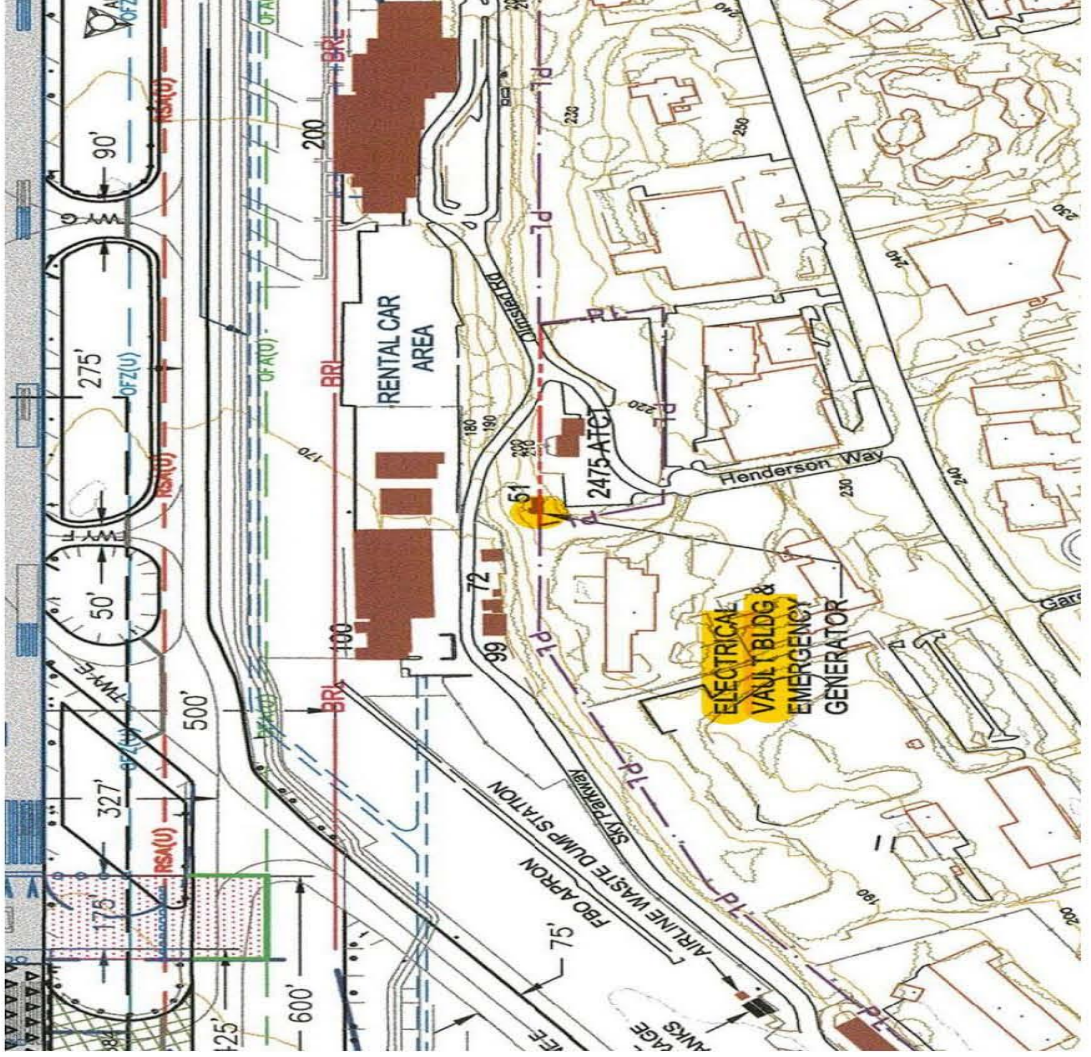
## AWP ACIP DATA SHEET

Prepared by: SFO-625  
Date: 9-14-04

Airport Name		Monterey Peninsula Airport	Fiscal Year	2020	
Shown on ALP	Project Type*	Project Description:	Federal Share	Local Share	Total
N/A	Development RE-RW-IM ST-RW-IN ST-TW-CO	Runway 10L-28R Improvements (runway overlay,PAPI, Twy K, L)	\$1,903,860	\$196,140	\$2,100,000
* A - Acquisition					
<b>PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS</b>					
Detail Project Description (Square/Lineal Footage or Length/Width)					
<p><b>Overlay of Runway 10L-28R, is proposed, as well as reconstruction of small portions of Taxiways Kilo and Lima in order to effect 90-degree connections to Taxiway Bravo and Runway 10R/28L, and to Runway 10R/28L and the addition of a PAPI for Runway 10L/28R, per the currently approved ALP for MRY.A 2” overlay on runway 10L-28R is proposed consisting of 210,240 sq ft of asphalt. Alteration and reconstruction of Taxiways K and Lima will consist of roughly 19,509 sq ft of pavement at a 90 degree angle to Taxiway Bravo and both runways, to meet FAA design and engineering standards and the addition of a PAPI for Runway 10L/28R, per the currently approved ALP for MRY</b></p>					
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)					
<b>Estimated Start: 04/15/2021 Calendar Year</b> <b>Estimated End: 12/01/2021 Calendar Year</b> <b>Estimated Duration in days : 225</b>					
NEPA Environmental Status (Date of FONSI or Submit CATEX for Approval)					
<b>Anticipated that environmental review EA for NEPA will be completed in 2018 and the CEQA EIR will be completed in 2017.</b>					
Land Title Status & Date of Exhibit “A” Status <span style="float: right;">Date 06-2016</span>					
<b>See Property Map Exhibit A dated May 2016, Exhibits D1, D2, D3, D4</b>					
Open AIP Funded Projects <span style="float: right;">Date: as of 11/2016</span>					
<b>Master Plan Update with Sustainability (03-05-0159-59), RSA Construction Phase 2 (03-06-0159-61), EA Infield Rehabilitation (03-06-0159-62), Acquire Airfield Sweeper (03-06-0159-63), EA Safety Enhancement Project (03-06-0159-64)</b>					
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and had been duly authorized by the Sponsor.					
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)		
<b>Chris Morello, Senior Planning Manager</b>			<b>Chris Morello, Senior Planning Manager</b>		
Signature		Date	Contact Phone (Print or Type)		
		11/10/2016	831-333-2312		

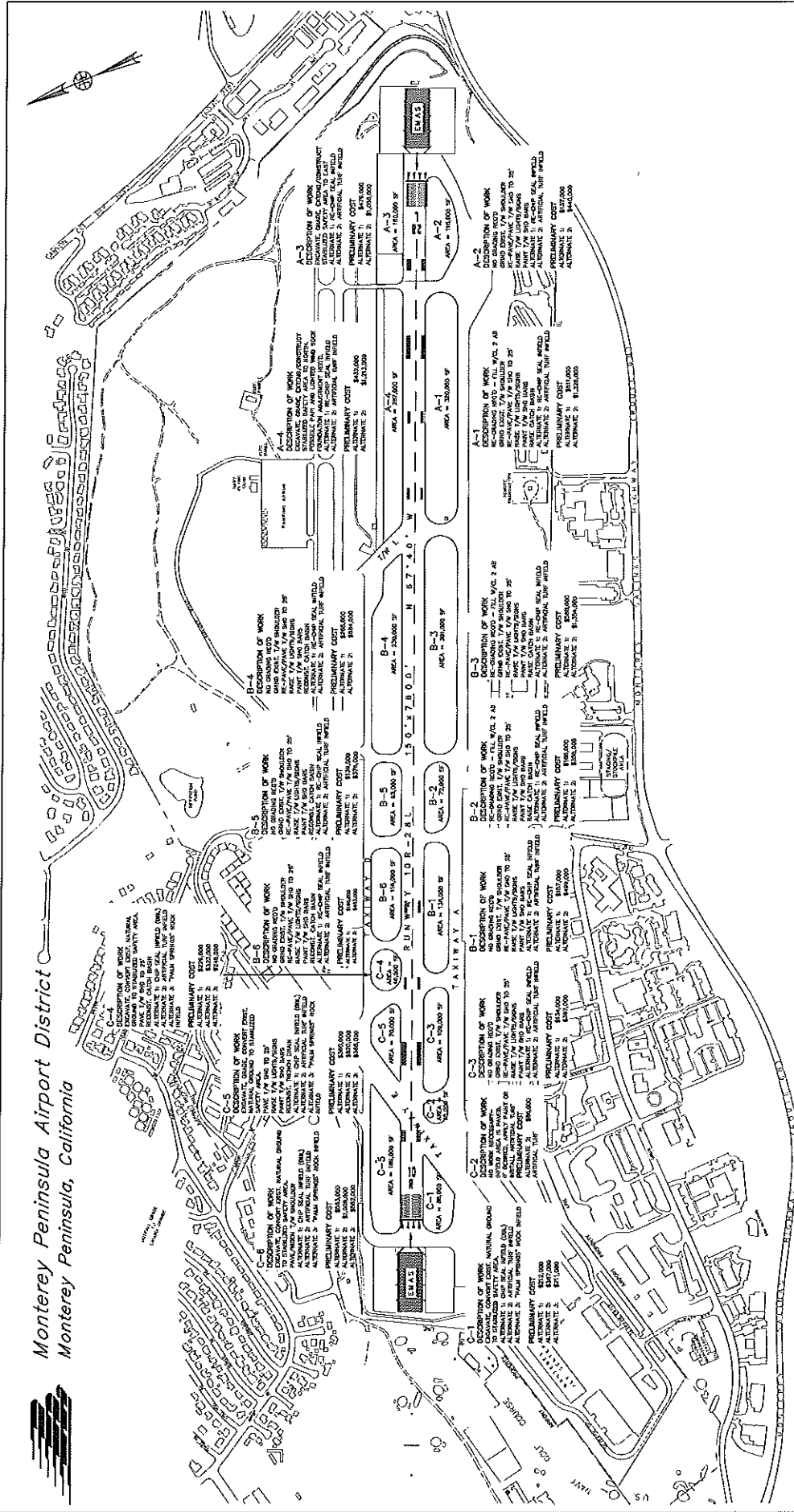
# Monterey Regional Airport Electrical Vault Building Diagram

All work discussed in the CATEX letter dated Oct. 17, 2016 for the Electrical Vault Equipment Upgrade Installation and Replacement is to occur within Building Number 51, “Electrical Vault Building & Emergency Generator” as shown in the diagram.





Monterey Peninsula Airport District  
Monterey Peninsula, California



MONTEREY PENINSULA AIRPORT DISTRICT Monterey, California	
<b>INFIELD SAFETY AREA REHABILITATION</b>	
NELL ENGINEERS CORP.  CARMEL, CALIFORNIA	
DEC. 2013	SCALE: 1" = 2'
W.O. 770-185	SHEET 1 OF 1

Approved by the Board of Supervisors on 12/17/13





**LEGEND**

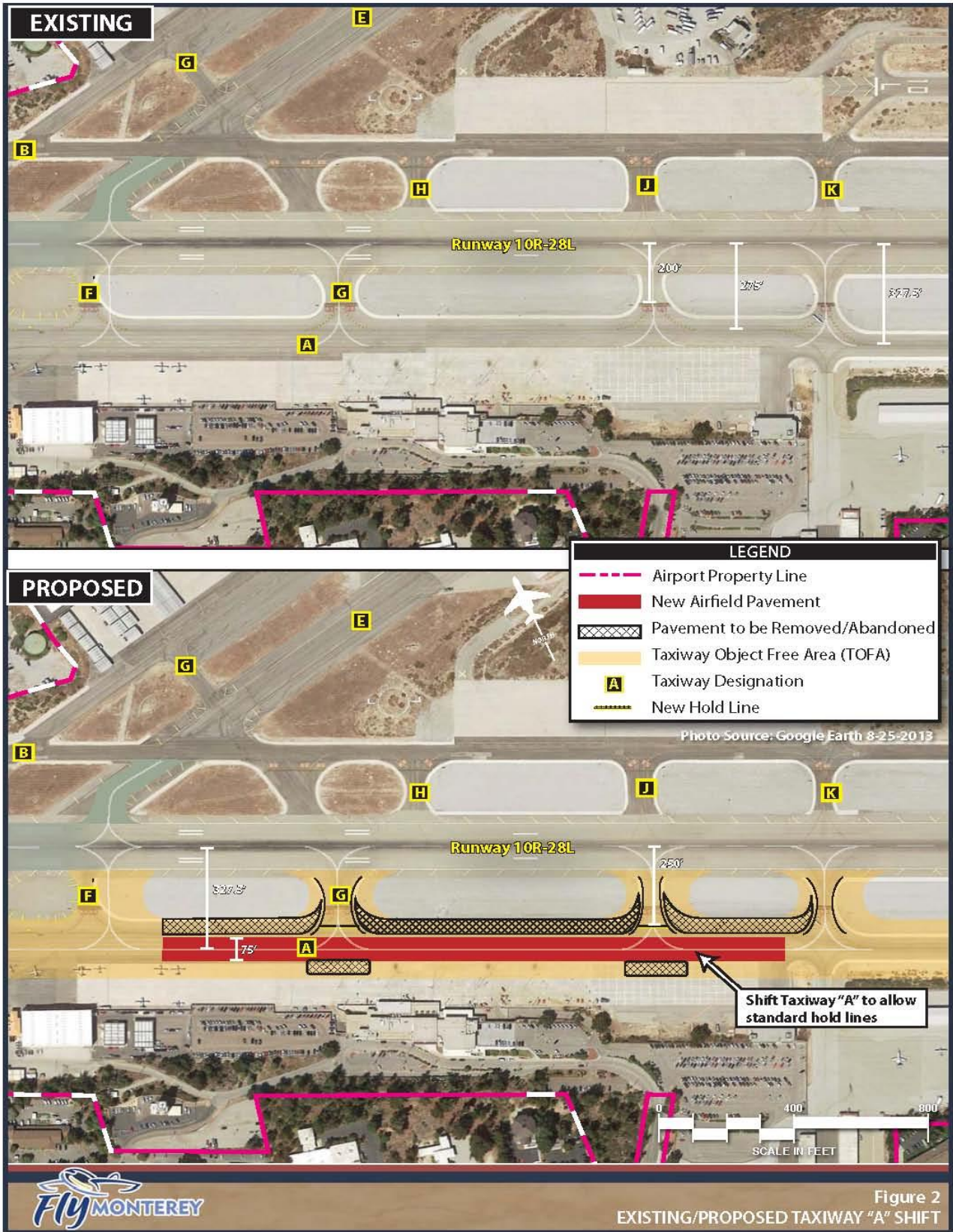
- Airport Property Line
- Future Airfield Pavement
- Future Building
- Future Parking Road
- Non-Aviation Development
- Non-Aviation Redevelopment
- Potential New Tower Location
- To Be Removed/Abandoned
- Potential Property Acquisition
- Potential Easement Acquisition
- Engineered Material Arresting System (EMAS)
- Runway Protection Zone (RPZ)

**NOTE:** Future roadway locations are approximate and will be refined during environmental review and project design.

Photo Source: Google Earth 5-6-2017

SCALE IN FEET  
0 800 1600







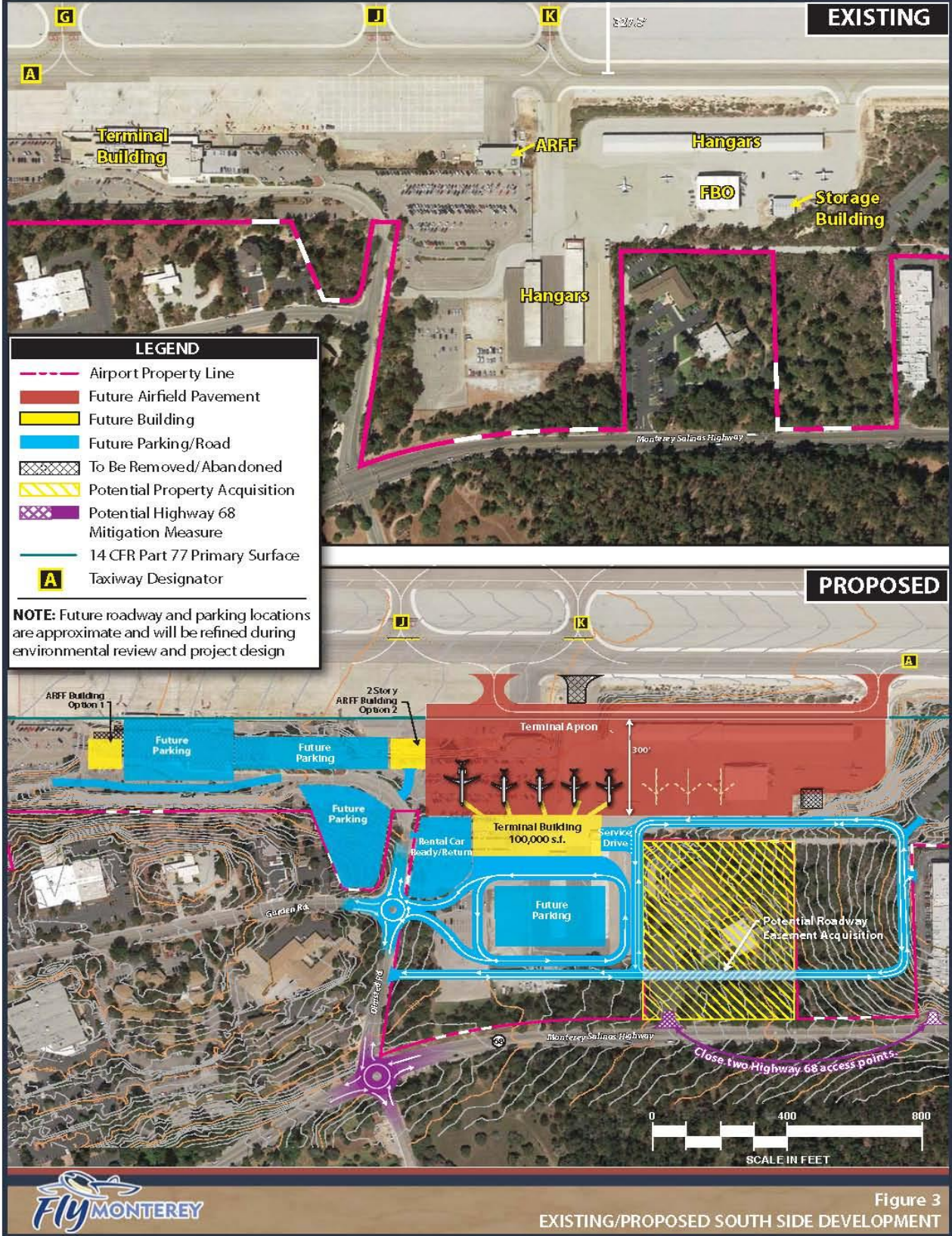


Figure 3  
EXISTING/PROPOSED SOUTH SIDE DEVELOPMENT



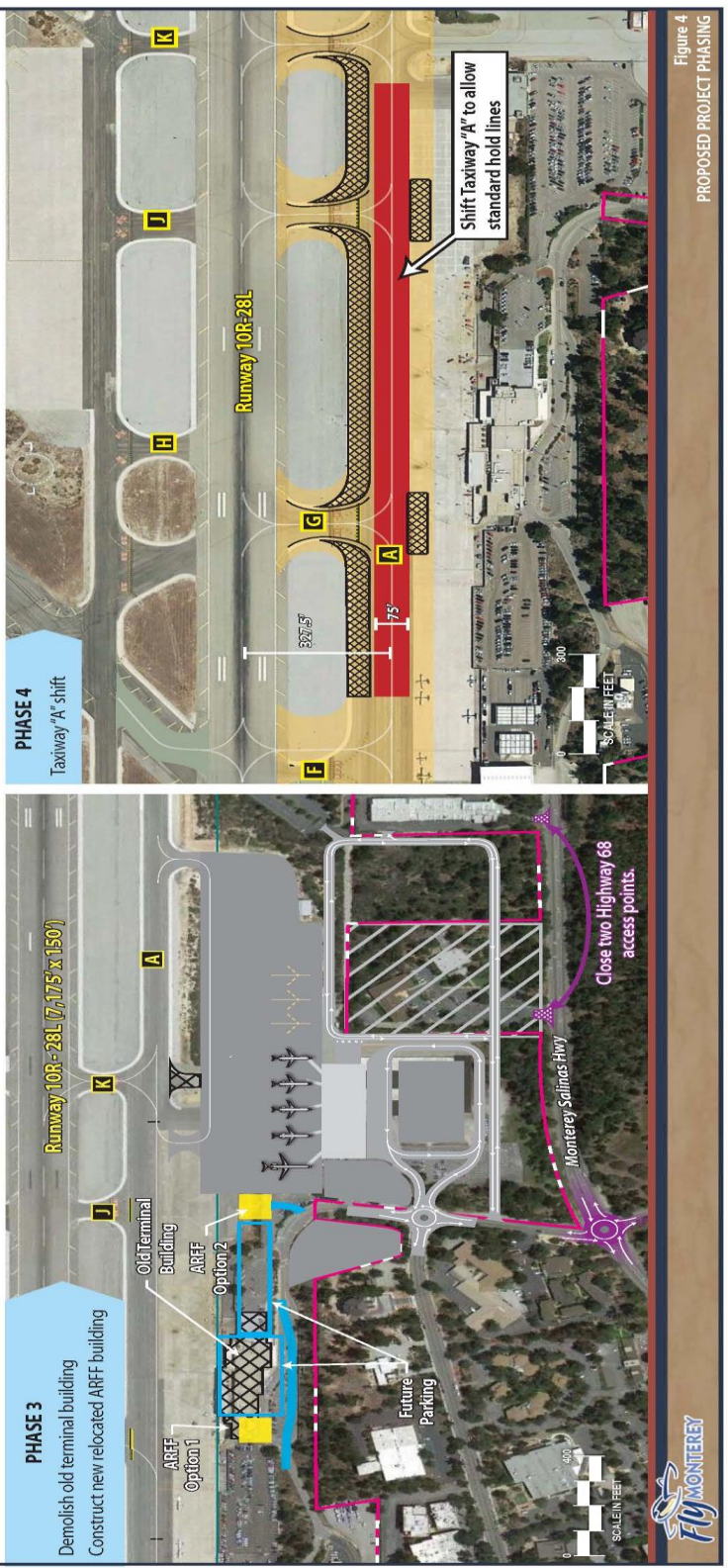
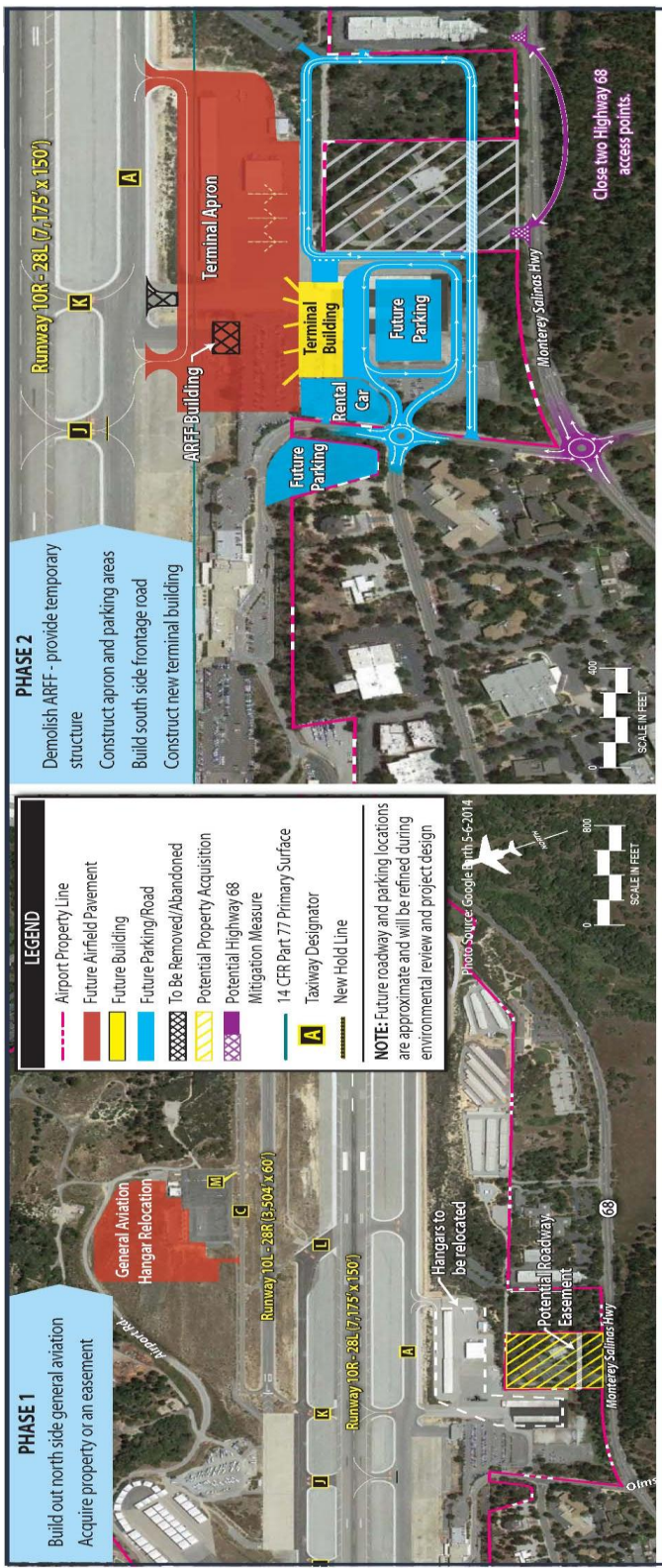


Figure 4  
PROPOSED PROJECT PHASING

