

MONTEREY PENINSULA AIRPORT DISTRICT

The Airport Master Plan – a Well-Conceived Flight Plan, but Indications of Financial Turbulence Ahead

SUMMARY

The Monterey Peninsula Airport District's 2015 Airport Master Plan presents three planning time horizons: short-term (1-5 years), intermediate-term (6-10 years), and long-term (11-20 years). The Plan recommends many capital projects during each of these three periods to improve the safety of airport operations as well as to enhance the convenience of commercial airline passengers. The greatest share of capital spending is forecast to occur during the intermediate term.

The 2019/20 Monterey County Civil Grand Jury (Civil Grand Jury) recognized that the intermediate term was about to commence and elected to investigate the Monterey Peninsula Airport District to review its historical five-year short-term results from airport operations as compared with figures used in the Airport Master Plan.

A major source of funding for capital projects is the FAA Airport Improvement Program (AIP) which provides entitlement funds to airports based, in part, on their annual passenger volume and pounds of landed cargo weight. Consequently, shortfalls in passenger volume have a significant effect on available AIP funding. A second source of funds for the projects comes from Passenger Facility Charges which would also be impacted by shortfalls in passenger volume.

The Civil Grand Jury found that even without the covid-19 crisis, the forecasted annual volumes used in the 2015 Airport Master Plan's Capital Improvement Plan were overly optimistic for the first five years, with actual volumes coming up short by an average 8% per year.

Additionally, the Civil Grand Jury decided to investigate the viability of the proposed funding plans for the intermediate term capital investments which include the planning, design, and construction of a new commercial airline passenger terminal and its associated infrastructure. Even assuming the forecasted volumes for the intermediate

term project funding are accurate, the unfunded portion (“Local Share”) for those projects was forecast to amount to \$62 million or more.

The Civil Grand Jury found that minimal effort had been spent planning to source these additional funds until September 17, 2019 when the Board contracted with a financial advisory firm to begin that planning.

GLOSSARY

AIP – The Airport Improvement Program of the Federal Aviation Administration.

AMP – The 2015 Airport Master Plan for the Monterey Regional Airport.

CIP – Capital Improvement Plan (section 7 of AMP)

Enplanement – The act of a passenger boarding a commercial aircraft.

FAA – Federal Aviation Administration.

Local Share – the amount of the project cost as identified on Exhibit 7A of the AMP which is not funded by FAA AIP nor by PFC, but which must be sourced through local resources.

Civil Grand Jury – The Monterey County Civil Grand Jury.

MPAD – Monterey Peninsula Airport District.

MRY – Airport code for Monterey Regional Airport.

Pax – Passengers

PFC – The Passenger Facility Charge fee that is charged to each departing paid commercial passenger (currently \$4.50).

Special District – a form of local government created by a community to meet a specific need.

BACKGROUND

Originally a municipal airport, the Monterey Regional Airport was acquired in 1941 by a newly formed Special District created by the State of California’s enabling legislation. The Airport is not governed by Monterey County government or by the government of any city within the County, but rather it is a separate entity governed by an elected five-member Board of Directors. The Special District has the authority to levy and collect tax as well as to issue bonds and incur debts. The District’s boundaries encompass the

cities of Carmel, Del Rey Oaks, Monterey, Pacific Grove, Sand City, and portions of Seaside, Pebble Beach, Carmel Highlands, the west end of Carmel Valley, and the Monterey-Salinas Highway to Laureles Grade. The Airport operates as a small city with its own police and fire protection units, among other functions.

Airport operations include commercial flights as well as general aviation and military flights. Each passenger departure is known as an **enplanement**. In calendar year 2018 the Airport enplaned approximately 200,000 passengers and was ranked 189 in size among airports in the United States. By contrast, San Francisco International Airport enplaned 27.8 million, Norman Y Mineta San Jose International Airport enplaned 7.0 million, and Metropolitan Oakland International Airport enplaned 6.7 million in 2018.

Monterey Regional Airport is in competition with San Francisco, San Jose, and Oakland airports for a share of the commercial airline passenger business from Monterey County.

APPROACH

The Civil Grand Jury gathered information from many sources in researching the Monterey Airport Special District. Among the sources of information are:

- Airport management personnel
- Monterey Peninsula Airport District Board of Directors members
- The 2015 Monterey Regional Airport Master Plan
- Audited financial statements (“Annual Financial and Compliance Report”) of the Monterey Peninsula Airport District for fiscal years 2017/18 and 2018/19
- Long-term Capital Budgets of the Monterey Regional Airport
- FAA Nationwide Enplanement Data
- Enabling Legislation for Monterey Peninsula Airport District Act of 1941
- Board of Directors meeting notes of the Monterey Peninsula Airport District
- FAA Federal Airline Regulations Rule 77
- FAA Airport Improvement Program Fund Rules
- FAA Passenger Facility Charge Rules (Order 5500.1)

DISCUSSION

The Airport Master Plan

In 2015, the Monterey Peninsula Airport District (MPAD) published an updated Airport Master Plan (AMP) that outlined the short, intermediate, and long-term development goals for the Monterey Regional Airport through the year 2035. The Plan, prepared by the consulting firm Coffman Associates, Inc., was developed over 18 months with input from professional planners, MPAD elected leaders, airport professional staff, 25 community leaders, and the general public. The report studied all aspects of airport operations including commercial aviation, general aviation and military aviation. The report analyzed the current airport inventory, made demand and capacity forecasts, analyzed facility requirements, and presented airport development alternatives; it then recommended certain development alternatives and concluded with a Capital Improvement Plan (CIP) that outlined projected costs and possible funding sources for the recommended airport improvements (see Appendix A).

The total cost of the CIP projects over the 20-year span, 2015-2035, amounts to \$236,084,000. Much of this cost can be funded by federal grants and passenger facility charges (discussed below) but there remains some \$62 million (the “local share”) that will need alternative sources of funds. This is because certain projects in the plan are enhancements to revenue-producing operations (parking, restaurants, car rental, etc.) which are ineligible for federal grants. These projects include relocating the passenger terminal building, with the construction occurring in the Intermediate Term about to commence.

The Terminal Building Relocation

There are two main reasons the AMP recommends relocating the terminal.¹ Monterey Regional Airport has been operating under a waiver from the FAA since the 1970s because the taxiway and apron are too close to the main runway under standard taxiway-to-runway separation requirements. The taxiway and apron cannot currently be

¹ The Civil Grand Jury was unable to determine whether the planners considered relocating the entire airport to the Marina Airport facility as one of the options.

moved away from the runway because the terminal building is in the way. Therefore, the plan is to rebuild the terminal building further to the southeast of its existing location, thereby improving the safety of the Airport's commercial operations.

In addition, this move provides the opportunity to address certain design and operational shortcomings of the current terminal building, including the addition of passenger jetways so that passengers do not need to brave the elements in boarding and deplaning. Further, with the terminal relocated the Airport would be in position to handle larger commercial aircraft.

Funding Sources

The CIP section of the AMP discusses, in general terms, the possible funding sources for financing the projects. The plan anticipates a total of \$158,121,968 in FAA grant funds, and \$15,816,169 in Passenger Facility Charges (PFCs), leaving some \$62 million to be sourced locally. This assumes that 50% of the cost of the Terminal Building construction would be eligible for federal grant money. Should that assumption prove to be too optimistic, the amount needed to be sourced locally would increase. In addition, because the amount of federal grants available is based on the Airport's passenger volume (enplanements), should the assumptions used in the AMP for enplanements prove too optimistic there would be a resulting shortfall in available federal grants and an increase in the amount needed to be sourced locally.

The options for financing the local share are some combination of "airport revenues, issuance of a variety of bond types, and leasehold financing."² The issuance of bonds requires periodic payments of interest and principal, with such payments potentially funded by additional taxes on District taxpayers.

² Monterey Regional Airport *Capital Improvement Plan* (Draft Final – June 2015) pg. 7-9

Enplanements

The FAA AIP provides “entitlement funds to airports based, in part, on their annual enplaned passengers.”³ Because the MPAD AMP anticipates such funding as one of the sources for the CIP, the Civil Grand Jury looked at the actual enplanements for the calendar years 2015-2019 to compare with those years’ respective projected enplanements in the CIP.

Initially, the Civil Grand Jury found two sources for the actual annual enplanement figures: the MPAD’s Annual Audited Financial Statements, and the FAA website.⁴ The *Management Discussion* section of the annual MPAD audited financial statements shows total monthly enplanements for the current *fiscal* year and previous 5 *fiscal* years (Table 1).

³ Monterey Regional Airport *Capital Improvement Plan* (Draft Final – June 2015) pg. 7-2

⁴ https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/media/cy18-commercial-service-enplanements.pdf

MONTEREY PENINSULA AIRPORT DISTRICT

**MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED-CONTINUED)
FOR THE FISCAL YEARS END JUNE 30, 2019 AND 2018**

Financial Highlights (Continued)

- The District met its obligations and reduced its taxable pension obligation bonds principal to \$1,068,000 (FY18 \$1,394,000) and California Energy Commission Loan principal to \$2,802,761 (FY18 \$2,931,320).
- In the airport industry, one standard measure of a commercial airport's size is the number of annual enplanements, i.e., passengers flying from the airport on commercial airlines. Enplaned passengers during the six-fiscal year period, FY14 through FY19, are presented below in Table I.

Table I

TOTAL ENPLANEMENTS: FISCAL YEARS 2014 - 2019											
FY 2014		FY 2015		FY 2016		FY 2017		FY 2018		FY 2019	
7/13	18,756	7/14	15,980	7/15	16,239	7/16	17,679	7/17	18,068	7/18	16,262
8/13	17,680	8/14	16,622	8/15	16,248	8/16	17,589	8/17	16,450	8/18	15,537
9/13	17,798	9/14	15,280	9/15	14,682	9/16	17,304	9/17	16,374	9/18	14,630
10/13	18,307	10/14	17,102	10/15	15,507	10/16	17,856	10/17	17,151	10/18	17,933
11/13	16,235	11/14	15,168	11/15	15,762	11/16	16,444	11/17	15,576	11/18	17,071
12/13	16,362	12/14	13,882	12/15	15,348	12/16	16,275	12/17	15,740	12/18	15,477
1/14	14,157	1/15	12,728	1/16	13,046	1/17	14,802	1/18	13,302	1/19	14,284
2/14	14,191	2/15	13,010	2/16	13,562	2/17	15,102	2/18	13,758	2/19	15,242
3/14	16,886	3/15	15,823	3/16	16,040	3/17	18,986	3/18	15,758	3/19	17,533
4/14	16,278	4/15	15,926	4/16	15,844	4/17	17,677	4/18	16,400	4/19	19,159
5/14	17,932	5/15	16,336	5/16	17,813	5/17	18,832	5/18	15,622	5/19	20,760
6/14	16,302	6/15	15,110	6/16	17,872	6/17	18,359	6/18	15,857	6/19	21,774
200,884		182,967		187,963		206,905		190,056		205,662	

- FY19 enplanements increased 8.2% compared to FY18 to 205,662 primarily due to increases in scheduled flights. The increase resulted from an airline adding two daily flights to Denver International Airport and another adding one daily flight Dallas Fort Worth International Airport.
- FY18 enplanements decreased 8.1% compared to FY17 to 190,056 primarily due to decreases in scheduled flights. The decrease resulted from an airline's cancellation of its daily flights to Los Angeles International Airport.

Figure 1 Enplanements per MPAD financial statements⁵

⁵ Monterey Peninsula Airport District *Annual Financial and Compliance Report for the Years Ended June 30, 2019 and 2018* pg.7.

The FAA table shows enplanements by *calendar* year total:

Source: ACAIS
FAA Airports

Commerical Service Airport (Rank Order)
based on Calendar Year 2018

11/8/2019

Rank	RO	ST	Locid	City	Airport Name	S/L	Hub	CY 18 Enplanements	CY 17 Enplanements	% Change
187	EA	VA	PHF	Newport News	Newport News/Williamsburg International	P	N	195,573	197,994	-1.22%
188	NM	CO	DRO	Durango	Durango-La Plata County	P	N	189,225	186,917	1.23%
189	WP	CA	MRY	Monterey	Monterey Regional	P	N	186,806	197,099	-5.22%
190	GL	MI	LAN	Clinton (Township of)	Capital Region International	P	N	184,018	196,617	-6.41%

Figure 2 Example FAA table of Enplanements 2017 & 2018

Because the FAA data is reported in *calendar* year totals only, the Civil Grand Jury re-aligned the monthly amounts from the MPAD financials statement table to calculate calendar year totals.

Calendar Year	Enplanements per MPAD financial statements	Enplanements per FAA	Difference	Percentage Difference
2013	206,186	205,069	(1,117)	-0.5%
2014	189,780	186,935	(2,845)	-1.5%
2015	182,719	180,605	(2,114)	-1.2%
2016	197,324	192,136	(5,188)	-2.7%
2017	203,117	197,099	(6,018)	-3.1%
2018	190,304	186,806	(3,498)	-1.9%

Figure 3 Comparing FAA Annual Enplanements to MPAD financial statements

Note that in each year the amounts reported in the financial statements were approximately one to three percent higher than the actual FAA counts.

The Civil Grand Jury then requested documents from the MPAD relating to several areas of investigation, including the enplanements for fiscal years 2019 and 2018. The tables received provided a more granular look at the enplanement totals, showing amounts for each airline and separating Revenue Passenger Enplanements from Non-Revenue Passenger Enplanements. (See Appendix B)

Upon comparing the enplanements received from our initial document request to the enplanements reported in the financial statements, it was noted that in the 2017/18

financial statements there is an inconsistency in which types of enplanements are included in the table; in some months (highlighted in green) the Revenue Passenger count was used, and in other months (highlighted in blue) the *total* passenger count (including non-revenue passengers) was used. This inconsistency seems to have been corrected in the 2018/19 financial statement table which consistently used *total* passengers (i.e. both Revenue and Non-Revenue passengers). However, that choice remains inconsistent with the amounts used in the FAA reporting (and therefore in calculating potential AIP funds available).

Month/Year	Rev Pax per Doc Request	Non Rev per Doc Request	Total Enplanements per Doc Request	Total Enplanements per audited financials
Jul - 2017	17,868	560	18,428	18,068
Aug - 2017	16,100	350	16,450	16,450
Sep - 2017	16,038	336	16,374	16,374
Oct - 2017	16,811	340	17,151	17,151
Nov - 2017	15,576	339	15,915	15,576
Dec - 2017	15,353	387	15,740	15,740
Jan - 2018	13,302	370	13,672	13,302
Feb - 2018	13,465	293	13,758	13,758
Mar - 2018	15,448	310	15,758	15,758
Apr - 2018	15,891	456	16,347	16,400
May - 2018	15,622	493	16,115	15,622
Jun - 2018	15,857	533	16,390	15,857
Jul - 2018	16,391	531	16,922	16,922
Aug - 2018	15,537	391	15,928	15,928
Sep - 2018	14,630	324	14,954	14,954
Oct - 2018	17,851	442	18,293	18,293
Nov - 2018	17,071	479	17,550	17,550
Dec - 2018	15,477	483	15,960	15,960
Jan - 2019	14,254	435	14,689	14,689
Feb - 2019	13,299	445	13,744	13,744
Mar - 2019	17,537	391	17,928	17,928
Apr - 2019	19,159	481	19,640	19,640
May - 2019	20,760	469	21,229	21,229
Jun - 2019	21,774	551	22,325	22,325

Figure 4 Compare types of enplanements used in reporting for Management Discussion section of the audited financial statements

With those enplanement count discrepancies understood, the Civil Grand Jury turned its attention to the comparison between the enplanements *projected* in the Airport Master Plan of 2015 with the *actual* results through 2019, and the resulting impact on potential

AIP funding. The formula⁶ for calculating the funding available under the AIP is as follows: \$7.80 for each of the first 50,000 enplanements; \$5.20 for each of the next 50,000; \$2.60 for each of the next 400,000 (and other amounts for higher levels not relevant to Monterey Regional Airport). The funding for any current year is based on the enplanements from 2 years prior. In years when more than \$3.2 billion is available the grant amounts are doubled.⁷ This doubling appears to be assumed in the AMP. As the table in Figure 5 shows, the actual relevant enplanements for the last 5 years are less than the projections assumed in the Master Plan, resulting in a calculated shortfall of \$100,000 to nearly \$200,000 each year in available AIP grant funding and in PFCs.

Calendar Year	Projected Enplanements per 2015 MPAD Master Plan	Actual Enplanements per FAA	Difference	Calculated shortfall in AIP funding	Calculated shortfall in PFCs (@\$4.50)
2014	204,934	186,935	(17,999)	\$ (93,595)	\$ (80,996)
2015	209,308	180,605	(28,703)	(149,256)	(129,164)
2016	213,776	192,136	(21,640)	(112,528)	(97,380)
2017	218,339	197,099	(21,240)	(110,448)	(95,580)
2018	223,000	186,806	(36,194)	(188,209)	(162,873)

Figure 5 Potential impact on AIP funding, Actual vs Projected Enplanements

Because the federal grant money anticipated by the AMP is based on the number of enplanements, fewer dollars will be available from federal grants. PFC's are also directly impacted by the shortfall in enplanements. As a result, the amount needed to be covered by the local share is greater than previously anticipated. The Civil Grand Jury appreciates that the original forecast was based on the best information available at the time. However, with the five-year trend showing an average 8% per year shortfall in actual enplanement figures, not only is the 2015-2019 local share burden increased, but this also calls into question the accuracy of the estimates of the grant money and PFCs available in each of the succeeding years covered by the AMP.

⁶ Source: FAA AIP Handbook pg 4-2 https://www.faa.gov/airports/aip/aip_handbook/media/AIP-Handbook-Order-5100-38D-Chg1.pdf

⁷ Source: Monterey Regional Airport *Capital Improvement Plan* (Draft Final – June 2015) pg. 7-4

FINDINGS

- F1. Enplanements for the years 2014-2018 have consistently fallen short of the estimates used in the 2015 AMP. This has resulted in a calculated shortfall of \$100,000 to nearly \$200,000 each year in available AIP grant funding, with similar shortfalls in available PFCs.
- F2. Even without the funding shortfall noted in F1, sources of funding for the \$62 million or more in local share costs have not been identified. As stated in the AMP, these funds are primarily for the construction of the new passenger terminal building. This was concerning to the Civil Grand Jury because the Board has not effectively communicated to the taxpayers that this large funding gap looms, and the taxpayers within the District are likely not aware that the solution to the unfunded portion may include additional taxes.
- F3. The number of enplanements has been inconsistently reported in the District's financial statement package. This is a critical financial metric used to forecast available AIP grant funding available and should be as clear and accurate as possible for the public, especially for those who live within the boundaries of the MPAD.

RECOMMENDATIONS

When the 2019/20 Civil Grand Jury began our investigations, COVID-19 had not yet become a public health crisis. However, as we conclude our reports, we are tasked to specify a time frame within which to address our recommendations. We have done so, attempting to allow some extra time given the current situation. We ask the County Supervisors, Departments, Cities, and Special Districts responsible for enacting our recommendations to do their best to accomplish these goals as expeditiously as possible, given the effect of the current pandemic crisis on staffing availability.

- R1. Within the scope of the contract recently executed for advice on funding sources for the "Local Share" of the project, a complete re-forecast of enplanements (and

resulting PFC and FAA grant money) should be done, so that the total remaining unfunded local share amount is as accurate as possible. (F1 & F2).

- R2. Communicate immediately with the residents of the District about the potential implications of the shortfall in grant funding available for the Terminal Building Project. (F2)
- R3. As soon as they become available, share the results of the contracted inquiry into available funding sources for the local share amounts with the taxpayers. (F2)
- R4. Revise the table (or alternatively add a separate table) in the Management Discussion section of future annual financial statements to include strictly *revenue-passenger* enplanements since that (rather than *total* enplanements) is the metric used by the FAA in determining available AIP funding and PFCs. (F3)

REQUIRED RESPONSES

Pursuant to Penal Code sections 933 and 933.05, the Civil Grand Jury requests responses as follows:

From the following governing bodies within 90 days:

- The Board of Directors of the Monterey Peninsula Airport District, F1, F2, F3, R1, R2, R3, R4

Reports issued by the Civil Grand Jury do not identify individuals interviewed. Penal Code section 929 requires that reports of the Civil Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Civil Grand Jury.
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APPENDICES

A – 2015 Airport Master Plan, Capital Improvement Program

B – MRY AIRPORT Enplanement/Deplanement provided by MPAD

APPENDIX A: 2015 Airport Master Plan, Capital Improvement Plan

PROJECT DESCRIPTION		Project Cost	FAA AIP Eligible ¹	Local Share AIP Match	Local Share Remaining
SHORT TERM PROGRAM (0-5 YEARS)					
2016					
1	NEPA/CEQA Environmental Documentation (Terminal Relocation, New ARFF Building, North GA Development)	\$ 2,000,000	\$ 1,813,200	\$ 186,800	\$-
2016	TOTALS	\$ 2,000,000	\$ 1,813,200	\$ 186,800	\$-
2017					
2	Hold Line/RSA Mitigation on Twys F-K	\$ 3,900,000	\$ 3,535,740	\$ 364,260	\$-
2017	TOTALS	\$ 3,900,000	\$ 3,535,740	\$ 364,260	\$-
2018					
3	Airport Perimeter Fence	\$ 850,000	\$ 770,610	\$ 79,390	\$-
2018	TOTALS	\$ 850,000	\$ 770,610	\$ 79,390	\$-
2019					
4	North Side GA - Design	\$ 1,675,100	\$ 1,518,646	\$ 156,454	\$-
2019	TOTALS	\$ 1,675,100	\$ 1,518,646	\$ 156,454	\$-
2020					
5	Terminal Complex - Design (Aprons & Taxiways)	\$ 852,000	\$ 772,423	\$ 79,577	\$-
6	North Side GA - Construction (Phase 1-Pavement/Site Prep) ²	\$ 17,871,000	\$ 16,201,849	\$ 1,669,151	\$-
7	Runway 10L-28R Overlay and Improvements (PAPI, Twy K, L)	\$ 2,100,000	\$ 1,903,860	\$ 196,140	\$-
8	ARFF Building - Design	\$ 960,000	\$ 870,336	\$ 89,664	\$-
2020	TOTALS	\$ 21,783,000	\$ 19,748,468	\$ 2,034,532	\$-
TOTAL SHORT TERM PROGRAM		\$ 30,208,100	\$ 27,386,663	\$ 2,821,437	\$-
INTERMEDIATE TERM PROJECTS (Years 6-10)					
9	Terminal Complex - Design (Parking Structure)	\$ 1,296,000	\$ -	\$ -	\$ 1,296,000
10	Terminal Complex - Construction (Parking Structure)	\$ 13,824,000	\$ -	\$ -	\$ 13,824,000
11	ARFF Building - Construction	\$ 10,240,000	\$ 9,283,584	\$ 956,416	\$-
12	Terminal Complex - Construction (Aprons & Taxiways)	\$ 9,088,000	\$ 8,239,181	\$ 848,819	\$-
13	Terminal Complex - Design (Terminal Building)	\$ 6,000,000	\$ 3,000,000	\$ 280,200	\$ 2,719,800
14	Terminal Complex - Construction (Terminal Building) ³	\$ 64,000,000	\$ 32,000,000	\$ 2,988,800	\$ 29,011,200
15	Terminal Complex - Design (Roads & Surface Parking)	\$ 2,647,000	\$ 1,222,000	\$ 114,135	\$ 1,310,865
16	Terminal Complex - Construction (Roads & Surface Parking)	\$ 28,231,000	\$ 13,030,000	\$ 1,217,002	\$ 13,983,998
17	Demolish Old Terminal Building	\$ 1,000,000	\$ 906,600	\$ 93,400	\$-
18	Taxiway A Shift to 327.5' - Env. Design, Construction - Includes Taxiway "Island" Improvements	\$ 35,000,000	\$ 31,731,000	\$ 3,269,000	\$-
19	Taxiway E Relocation - Env. Design, Construction	\$ 3,100,000	\$ 2,810,460	\$ 289,540	\$-
TOTAL INTERMEDIATE TERM PROGRAM		\$ 174,426,000	\$ 102,222,825	\$ 10,057,312	\$ 62,145,863
LONG TERM PROJECTS (Years 11-20)					
20	North Side Access Road - Env., Design, Construction	\$ 10,000,000	\$ 9,066,000	\$ 934,000	\$-
21	North Side GA - Construction (Phase 2-Pavement) ²	\$ 8,376,900	\$ 7,594,498	\$ 782,402	\$-
22	Maintenance Building	\$ 1,200,000	\$ 1,087,920	\$ 112,080	\$-
23	RPZ Land Acquisition (20 Acres)/Easement (10 Acres)	\$ 10,000,000	\$ 9,066,000	\$ 934,000	\$-
24	Extend Taxiway B to Rwy 28L Threshold	\$ 1,873,000	\$ 1,698,062	\$ 174,938	\$-
TOTAL LONG TERM PROGRAM		\$ 31,449,900	\$ 28,512,479	\$ 2,937,421	\$
TOTAL PROGRAM COSTS		\$ 236,084,000	\$ 158,121,968	\$ 15,816,169	\$ 62,145,863

¹ California Federal share is up to 90.66%.

² Does not include revenue facilities such as hangars or a fuel farm.

³ Terminal construction estimated at 50% eligible. FAA Modernization and Reform Act of 2012 limits terminal construction discretionary funds to \$20 million.

AIP: Airport Improvement Program

Source: Coffman Associates

APPENDIX B: MRY AIRPORT Enplanement / Deplanement

YEAR: 2017-2018	AMERICAN EAGLE			UNITED EXPRESS			ALASKA			ALLEGiant			ELITE AIRWAYS (Unscheduled)			Monthly Total
	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	
July 2017																
Enplanement	5,986	295	6,281	7,503	234	7,737	2,989	31	3,020	1,330		1,330	60		60	18,428
Deplanement	6,431	252	6,683	6,883	205	7,088	3,044	35	3,079	1,372		1,372	60		60	18,282
	12,417	547	12,964	14,386	439	14,825	6,033	66	6,099	2,702	0	2,702	120	0	120	36,710
August 2017																
Enplanement	5,211	173	5,384	7,711	155	7,866	1,869	22	1,891	1,243		1,243	66		66	16,450
Deplanement	5,546	128	5,674	7,624	158	7,782	1,851	12	1,863	1,209		1,209	70		70	16,598
	10,757	301	11,058	15,335	313	15,648	3,720	34	3,754	2,452	0	2,452	136	0	136	33,048
September 2017																
Enplanement	4,911	165	5,076	8,487	154	8,641	1,633	17	1,650	952		952	55		55	16,374
Deplanement	4,983	177	5,160	7,971	162	8,133	1,591	16	1,607	1,002		1,002	55		55	15,957
	9,894	342	10,236	16,458	316	16,774	3,224	33	3,257	1,954	0	1,954	110	0	110	32,331
October 2017																
Enplanement	5,537	205	5,742	8,171	123	8,294	1,856	12	1,868	1,179		1,179	68		68	17,151
Deplanement	5,670	143	5,813	7,846	117	7,963	1,856	5	1,861	1,210		1,210	68		68	16,915
	11,207	348	11,555	16,017	240	16,257	3,712	17	3,729	2,389	0	2,389	136	0	136	34,066
November 2017																
Enplanement	5,156	179	5,335	7,406	150	7,556	1,841	10	1,851	1,173		1,173			0	15,915
Deplanement	5,313	162	5,475	7,158	123	7,281	1,814	11	1,825	1,109		1,109			0	15,690
	10,469	341	10,810	14,564	273	14,837	3,655	21	3,676	2,282	0	2,282	0	0	0	31,605
December 2017																
Enplanement	4,931	192	5,123	7,442	184	7,626	1,742	11	1,753	1,210		1,210	28		28	15,740
Deplanement	4,813	183	4,996	6,880	170	7,050	1,687	12	1,699	1,105		1,105	32		32	14,882
	9,744	375	10,119	14,322	354	14,676	3,429	23	3,452	2,315	0	2,315	60	0	60	30,622
January 2018																
Enplanement	4,511	153	4,664	6,244	191	6,435	1,481	26	1,507	996		996	70		70	13,672
Deplanement	4,925	147	5,072	6,640	144	6,784	1,580	27	1,607	1,135		1,135	70		70	14,668
	9,436	300	9,736	12,884	335	13,219	3,061	53	3,114	2,131	0	2,131	140	0	140	28,340

APPENDIX B: MRY AIRPORT Enplanement / Deplanement

YEAR: 2017-2018	AMERICAN EAGLE			UNITED EXPRESS			ALASKA			ALLEGiant			ELITE AIRWAYS (Unscheduled)			Monthly Total
	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	
February 2018																
Enplanement	4,559	115	4,674	6,447	160	6,607	1,516	18	1,534	943		943	0		0	13,758
Deplanement	4,535	100	4,635	6,062	143	6,205	1,621	17	1,638	966		966	0		0	13,444
	9,094	215	9,309	12,509	303	12,812	3,137	35	3,172	1,909	0	1,909	0	0	0	27,202
March 2018																
Enplanement	5,609	99	5,708	6,735	194	6,929	1,815	17	1,832	1,165		1,165	124		124	15,758
Deplanement	5,487	106	5,593	6,609	155	6,764	1,910	15	1,925	1,113		1,113	66		66	15,461
	11,096	205	11,301	13,344	349	13,693	3,725	32	3,757	2,278	0	2,278	190	0	190	31,219
April 2018																
Enplanement	6,811	251	7,062	6,212	196	6,408	1,780	9	1,789	1,088		1,088			0	16,347
Deplanement	7,294	248	7,542	5,894	164	6,058	1,858	9	1,867	1,100		1,100	62		62	16,629
	14,105	499	14,604	12,106	360	12,466	3,638	18	3,656	2,188	0	2,188	62	0	62	32,976
May 2018																
Enplanement	6,091	242	6,333	6,716	237	6,953	1,781	14	1,795	964		964	70		70	16,115
Deplanement	6,331	249	6,580	6,312	185	6,497	1,729	13	1,742	975		975	70		70	15,864
	12,422	491	12,913	13,028	422	13,450	3,510	27	3,537	1,939	0	1,939	140	0	140	31,979
June 2018																
Enplanement	5,137	195	5,332	7,880	308	8,188	1,535	30	1,565	1,249		1,249	56		56	16,390
Deplanement	5,269	196	5,465	7,940	309	8,249	1,468	15	1,483	1,197		1,197	56		56	16,450
	10,406	391	10,797	15,820	617	16,437	3,003	45	3,048	2,446	0	2,446	112	0	112	32,840
YEARLY TOTALS	131,047	4,355	135,402	170,773	4,321	175,094	43,847	404	44,251	26,985	0	26,985	1,206	0	1,206	382,938

APPENDIX B: MRY AIRPORT Enplanement / Deplanement

YEAR: 2018-2019	AMERICAN EAGLE			UNITED EXPRESS			ALASKA			ALLEGiant			ELITE AIRWAYS (Unscheduled)			Monthly Total
	Rev Pax	Non-Rev	Total	Rev Pax	Non-Rev	Total	Rev Pax	Non-Rev	Total	Rev Pax	Non-Rev	Total	Rev Pax	Non-Rev	Total	
July 2018																
Enplanement	6,212	264	6,476	7,185	239	7,424	1,664	28	1,692	1,264		1,264	66		66	16,922
Deplanement	6,745	255	7,000	6,965	250	7,215	1,520	24	1,544	1,243		1,243	69		69	17,071
	12,957	519	13,476	14,150	489	14,639	3,184	52	3,236	2,507	0	2,507	135	0	135	33,993
August 2018																
Enplanement	4,914	164	5,078	7,613	195	7,808	1,789	32	1,821	1,152		1,152	69		69	15,928
Deplanement	5,434	175	5,609	7,835	186	8,021	1,685	25	1,710	1,161		1,161	69		69	16,570
	10,348	339	10,687	15,448	381	15,829	3,474	57	3,531	2,313	0	2,313	138	0	138	32,498
September 2018																
Enplanement	4,756	142	4,898	7,119	160	7,279	1,736	22	1,758	953		953	66		66	14,954
Deplanement	5,006	109	5,115	7,043	131	7,174	1,569	22	1,591	867		867	66		66	14,813
	9,762	251	10,013	14,162	291	14,453	3,305	44	3,349	1,820	0	1,820	132	0	132	29,767
October 2018																
Enplanement	5,257	171	5,428	9,671	253	9,924	1,819	18	1,837	1,104		1,104			0	18,293
Deplanement	5,393	164	5,557	9,564	246	9,810	1,688	21	1,709	1,111		1,111			0	18,187
	10,650	335	10,985	19,235	499	19,734	3,507	39	3,546	2,215	0	2,215	0	0	0	36,480
November 2018																
Enplanement	4,715	182	4,897	9,130	287	9,417	1,749	10	1,759	1,418		1,418	59		59	17,550
Deplanement	4,888	167	5,055	9,211	253	9,464	1,564	12	1,576	1,377		1,377	56		56	17,528
	9,603	349	9,952	18,341	540	18,881	3,313	22	3,335	2,795	0	2,795	115	0	115	35,078
December 2018																
Enplanement	4,786	181	4,967	8,040	280	8,320	1,694	22	1,716	928		928	29		29	15,960
Deplanement	4,705	178	4,883	7,541	254	7,795	1,389	19	1,408	929		929			0	15,015
	9,491	359	9,850	15,581	534	16,115	3,083	41	3,124	1,857	0	1,857	29	0	29	30,975
January 2019																
Enplanement	4,742	141	4,883	7,129	257	7,386	1,352	37	1,389	1,031		1,031			0	14,689
Deplanement	5,141	115	5,256	7,626	260	7,886	1,310	43	1,353	1,167		1,167	30		30	15,692
	9,883	256	10,139	14,755	517	15,272	2,662	80	2,742	2,198	0	2,198	30	0	30	30,381

APPENDIX B: MRY AIRPORT Enplanement / Deplanement

YEAR: 2018-2019	AMERICAN EAGLE			UNITED EXPRESS			ALASKA			ALLEGiant			ELITE AIRWAYS (Unscheduled)			Monthly Total
	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	Rev Pax	Non- Rev	Total	
February 2019																
Enplanement	4,895	142	5,037	5,900	277	6,177	1,492	26	1,518	943		943	69		69	13,744
Deplanement	5,183	132	5,315	5,815	159	5,974	1,298	21	1,319	946		946	68		68	13,622
	10,078	274	10,352	11,715	436	12,151	2,790	47	2,837	1,889	0	1,889	137	0	137	27,366
March 2019																
Enplanement	5,788	160	5,948	8,847	206	9,053	1,726	25	1,751	1,112		1,112	64		64	17,928
Deplanement	5,882	141	6,023	8,641	206	8,847	1,578	29	1,607	1,063		1,063	63		63	17,603
	11,670	301	11,971	17,488	412	17,900	3,304	54	3,358	2,175	0	2,175	127	0	127	35,531
April 2019																
Enplanement	7,673	225	7,898	8,785	225	9,010	1,639	31	1,670	993		993	69		69	19,640
Deplanement	8,041	214	8,255	8,772	241	9,013	1,645	22	1,667	1,049		1,049	67		67	20,051
	15,714	439	16,153	17,557	466	18,023	3,284	53	3,337	2,042	0	2,042	136	0	136	39,691
May 2019																
Enplanement	8,392	208	8,600	9,426	251	9,677	1,762	10	1,772	1,123		1,123	57		57	21,229
Deplanement	8,904	228	9,132	9,392	239	9,631	1,625	12	1,637	1,063		1,063	57		57	21,520
	17,296	436	17,732	18,818	490	19,308	3,387	22	3,409	2,186	0	2,186	114	0	114	42,749
June 2019																
Enplanement	8,800	306	9,106	9,635	220	9,855	1,874	25	1,899	1,404		1,404	61		61	22,325
Deplanement	9,056	296	9,352	9,100	193	9,293	1,837	31	1,868	1,310		1,310	62		62	21,885
	17,856	602	18,458	18,735	413	19,148	3,711	56	3,767	2,714	0	2,714	123	0	123	44,210
YEARLY TOTALS	145,308	4,460	149,768	195,985	5,468	201,453	39,004	567	39,571	26,711	0	26,711	1,216	0	1,216	418,719