

**Grand Junction Regional Airport Authority**



**Date: March 11, 2025**

**Location:**

GRAND JUNCTION REGIONAL AIRPORT  
2828 WALKER FIELD DRIVE  
GRAND JUNCTION, CO 81506  
AIRPORT TERMINAL - 3rd FLOOR CONFERENCE ROOM

**or**

Electronic Meeting

Link: <https://us02web.zoom.us/j/86860516113?pwd=IM9KyoZmVL3sLnsncHdw3mcJ6cSbti.1>

Time: 11:30 AM

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**REGULAR MEETING AGENDA**

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- I. Call to Order**
- II. Pledge of Allegiance**
- III. Approval of Agenda**
- IV. Commissioner Comments**
- V. Citizens Comments**

The Grand Junction Regional Airport Authority welcomes respectful public comments at its meetings. The Citizens Comment section is open to all individuals that would like to comment. If you wish to speak under the Citizens Comment portion of the agenda, please e-mail your comment to the Board Clerk (boardclerk@gjairport.com) 15 minutes prior to the meeting. Comments not related to specific agenda items will be addressed during the citizen comment section of the agenda. Citizen comments related to a specific action item will be addressed during the discussion of that action item. The Board Chair will indicate when you may come forward and comment. Please state your name for the record. Presentations are limited to **three minutes** and yielding time to others is not permitted. Speakers are to address the Chair, not each other or the audience, and are expected to conduct themselves in an appropriate manner. The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

**VI. Consent Agenda**

- A. February 18, 2025 Meeting Minutes \_\_\_\_\_ 1
  - Approve the February 18, 2025 Board Meeting Minutes.



- A. Executive Session for the purpose of considering personnel matters as authorized by Colorado Revised Statute Section 24-6-402(4)(f), specifically including the Executive Director's annual review and employment contract.

**XI. Adjournment**



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**Grand Junction Regional Airport Authority Board**  
**Regular Board Meeting**  
Meeting Minutes  
February 18, 2025

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**REGULAR BOARD MEETING**

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**I. Call to Order**

Ms. Linde Marshall, Board Chairman, called the Meeting of the Grand Junction Regional Airport Authority Board to order at 11:30 AM on February 18, 2025 in Grand Junction, Colorado and in the County of Mesa. The meeting was hosted in the 3<sup>rd</sup> floor conference room as well as electronically.

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|---|---|
| <p><b><u>Commissioners Present:</u></b><br/>Linde Marshall (Chairman)<br/>Chris West(Vice Chairman)<br/>Tom Benton<br/>Thaddeus Shrader<br/>Cody Davis<br/>Lee Kleinman<br/>Cody Kennedy</p> <p><b><u>Airport Staff:</u></b><br/>Angela Padalecki (Executive Director)<br/>Dan Reimer (Counsel)<br/>Victoria Hightower (Clerk)<br/>Jennifer Kroeker<br/>Travis Portenier<br/>Dylan Heberlein<br/>Kristina Warren<br/>Ben Peck<br/>Cameron Reece<br/>Sarah Menge<br/>Don Wilson<br/>Berlin Lay</p> | <p><b><u>Guests:</u></b><br/>Colin Bible, Garver<br/>Jeremy Lee, Mead and Hunt<br/>Brad Rolf, Mead and Hunt<br/>Jen Boehm, Mead and Hunt<br/>Colin Bible, Garver<br/>Rebekah Wagoner, Gensler<br/>Fred Suevel, CAF<br/>Donadlson, CAF<br/>Dan, Daily Sentinel<br/>Manuel Meastas<br/>Briseyda Rivas<br/>Jamie Cartee<br/>Dave Murray<br/>Ron Edmonds<br/>Shawn Stratton<br/>Tony Martin<br/>Freedom Frazier<br/>Jerry Jensen<br/>Jimmy Ruiz</p> |
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**II. Pledge of Allegiance**

### **III. Approval of Agenda**

*Commissioner Davis made a motion to approve the February 18, 2025 Board Agenda. Commissioner Davis seconded the motion. Voice Vote: All Ayes; motion carries.*

### **IV. Commissioner Comments**

*Commissioner Marshall welcomed back Director of Finance and Administration, Sarah Menge. Commissioner Marshall congratulated and thanked Facility Manager Manny Meastas for his 25 years of service.*

### **V. Citizen Comments**

*No Citizen Comments were made*

### **VI. Consent Agenda**

#### **A. January 21, 2025 Meeting Minutes**

Approve the January 21, 2025 Board Meeting Minutes.

#### **B. 2025 Airport Goals**

Adopt the 2025 Goals for the Grand Junction Regional Airport.

#### **C. Furniture Purchase**

Approve Workplace Resource bid in the amount of \$196,063.30 with a 10% owner contingency of \$19,606.33 to purchase, deliver and install furniture in the boarding area.

*Commissioner West made a motion to approve the Consent Agenda. Commissioner Shrader seconded the motion. Voice Vote: All Ayes; motion carries.*

### **VII. Action**

#### **A. Resolution No. 2025-02 - Resolution Concerning Execution of Documents Pertaining to Bank Accounts**

Adopt Resolution No. 2025-02: Resolution Concerning Execution of Documents Pertaining to Bank Accounts to update banking access and permissions

*Commissioner Shrader made a motion to Adopt Resolution No. 2025-02: Resolution Concerning Execution of Documents Pertaining to Bank Accounts to update banking access and permissions Commissioner Davis seconded the motion. Roll Call Vote: Commissioner Shrader, yes; Commissioner Davis, yes; Commissioner Benton, yes; Commissioner West, yes; Commissioner Marshall, yes. Commissioner Kleinman, yes; and Commissioner Kennedy; yes. The motion carries.*

### **VIII. Staff Reports**

- A. Executive Director Report (Angela Padalecki)
- B. Finance and Activity Report (Jennifer Kroeker)
- C. CIP Update (Colin Bible)

- IX. Any other business which may come before the Board**
- X. Executive Session**

*Commissioner Kleinman made a motion to move into Executive Session for the purpose of considering personnel matters as authorized by Colorado Revised Statute Section 24-6-402(4)(f), specifically including the Executive Director's annual review and employment contract, and for the purpose of conferring with general counsel to receive legal advice on specific legal questions, as authorized by Colorado Revised Statute 24-6-402(4)(b), specifically including potential effects of recent federal executive actions on the Airport. Commissioner Kennedy seconded the motion. Voice Vote: All Ayes; motion carried.*

*Commissioner Marshall made a motion to move from Executive Session back into a public meeting. Commissioner Shrader seconded the motion. Voice Vote: All Ayes; motion carried.*

**XI. Adjournment**

The meeting adjourned at approximately 1:00 pm

*Audio recording of the complete meeting can be found at [https://qjairport.com/Board Meetings](https://qjairport.com/Board_Meetings)*

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Linde Marshall, Board Chairman

**ATTEST:**

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Victoria Hightower, Clerk to the Board

## Grand Junction Regional Airport Authority

### Agenda Item Summary

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| TOPIC: | Amend Standard Aeronautical Use Ground Lease |
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|----------|--------------------------------------|-----------------------------------|--|
| PURPOSE: | Information <input type="checkbox"/> | Guidance <input type="checkbox"/> | Decision <input checked="" type="checkbox"/> |
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| RECOMMENDATION: | Approve proposed amendments to the Aeronautical Use Ground Lease form to incorporate FAA-required civil rights language and other minor modifications. |
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| SUMMARY: | <p>In 2019, the GJRAA established a standard form for any new Aeronautical Use Ground Leases after considering benchmarking of terms to other airports.</p> <p>The standard form lease is missing the current language required by the FAA regarding civil rights and non-discrimination. Additionally, Subparagraph 9.4 in the current standard form does not accurately reflect the Airport’s approach to the construction of new improvements.</p> <p>The proposed redlines of the standard form (1) incorporate the required language regarding Civil Rights Non-Discrimination, as new EXHIBIT C; (2) reflect updated language in the “Lease Contingent” subparagraph to allow some negotiation between the Airport and its tenants on realistic improvement timelines and clarifies the process for reviewing improvement plans; and (3) include other minor modifications to clarify language.</p> <p>Airport Staff plans to review the standard form lease comprehensively and potentially bring back a more extensive update for the Board’s consideration in the future.</p> |
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| REVIEWED BY: | Executive Director and Legal Counsel |
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| FISCAL IMPACT: | N/A |
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|--------------|---|
| ATTACHMENTS: | Redline Standard Form Aeronautical Use Ground Lease |
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|----------------|---|
| STAFF CONTACT: | Sarah Menge<br>Office: 970-248-8584<br><a href="mailto:smenge@gjairport.com">smenge@gjairport.com</a> |
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**AERONAUTICAL USE GROUND LEASE**

**Grand Junction Regional Airport  
Grand Junction, Colorado**

**Between**

**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY**

**2828 Walker Field Drive  
Grand Junction, CO 81506  
("GJRAA")**

**And**

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**("Lessee")**

**Dated:** \_\_\_\_\_



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APPENDIX I

## AERONAUTICAL USE GROUND LEASE

This Aeronautical Use Ground Lease (the "Lease") is made and entered into on the date set forth in Paragraph 1.1, below, by and between the **GRAND JUNCTION REGIONAL AIRPORT AUTHORITY** ("GJRAA"), formerly known as the Walker Field Public Airport Authority, a body corporate and politic and constituting a subdivision of the State of Colorado, and the Lessee as that term is defined in Paragraph 1.2, below.

### Recitals

A. WHEREAS, the GJRAA is owner and operator of the Grand Junction Regional Airport and is authorized to enter into this Lease pursuant to C.R.S. § 41-3-101, *et seq.*;

B. WHEREAS, Lessee desires to lease a portion of the Grand Junction Regional Airport for aeronautical uses, which may include the construction and occupation of an aircraft hangar or other structure, or if already constructed, the occupation of an aircraft hangar or other structure; and

C. WHEREAS, the GJRAA desires to lease ground at the Grand Junction Regional Airport to Lessee and Lessee desires to lease ground and use the Grand Junction Regional Airport under the terms and conditions of this Lease, as well as any other applicable law and regulation.

NOW, THEREFORE, for and in consideration of the fees, covenants, and agreements contained herein, and for other good and valuable consideration, it is agreed and understood between the GJRAA and Lessee that:

### ARTICLE 1: BASIC LEASE INFORMATION

In addition to the terms defined elsewhere in this Lease, the following defined terms are used in this Lease as well. To the extent there is any conflict between the basic information contained in Article 1, below, and more detailed information contained elsewhere in this Lease, the more detailed information shall prevail.

- 1.1 Date of Mutual Execution.
- 1.2 Lessee.
- 1.3 Lessee's Trade Name.
- 1.4 Lessee's Address and Telephone Number.
- 1.5 GJRAA'S Address and Telephone Number.

2828 Walker Field Drive, Grand Junction, Colorado 81506; (970) 244-9100.

1.6 Airport:

The Grand Junction Regional Airport, which is located in Grand Junction, Mesa County, Colorado.

1.7 Commencement Date.

(START DATE OF THIS LEASE)

1.8 Expiration Date.

(DATE SHOULD BE THE ORIGINAL EXPIRATION DATE OF THE ORIGINAL LEASE - USUALLY 20 YEARS)

1.9 Initial Minimum Insurance Coverage Amount.

Minimum insurance requirements are addressed in Appendix I, Article 4.

1.10 Rent.

Rent shall include both the Monthly Ground Rent, as altered from time to time, pursuant to Paragraph 4.1 of this Lease, and other fees described in Paragraph 4.3 of this Lease.

1.11 Monthly Ground Rent.

Beginning on and after the Commencement Date, ~~the~~ Monthly Ground Rent shall initially be \$ (THIS SHALL BE AT THE MARKET RATE SET BY THE AUTHORITY) per year, paid monthly at \$ \_\_\_\_\_, based on the area of the Premises, other than the Object Free Area ("OFA"). Lessee will not be obligated to pay rent for the OFA, but Lessee will be responsible for all maintenance and other improvements required for the OFA. For the remaining (non-OFA) area of \_\_\_\_\_ square feet of the Premises, (\_\_\_\_\_ - \_\_\_\_\_ = \_\_\_\_\_) the above rent will be calculated as follows: \$ \_\_\_\_\_ per square foot x \_\_\_\_\_ square feet = \$ \_\_\_\_\_ X 12 months = \$ \_\_\_\_\_.

1.12 Permitted Uses.

The permitted uses shall include the construction and/or occupation of a hangar and/or other structure subject to the provisions of this Lease, which together with the Premises themselves, shall be used primarily for aeronautical purposes, including, but not limited to, the parking, storing and maintaining aircraft owned or leased by Lessee or other third parties, other activities associated with aircraft ownership, and aeronautical-related businesses. The permitted uses shall exclude the commercial sale and provision of fuel to aircraft. Lessee shall use and occupy the Leased Premises for no other purposes whatsoever unless approved in writing by GJRAA, including but not limited to the conduct of nonaeronautical business and the storage of personal automobiles, boats, recreational vehicles, hazardous substances, or any other predominately non-aeronautical use.

1.13 Premises.

The property shown on the attached **Exhibits A and B** and any Improvements existing thereon when Lessee first takes possession, which is also known as (ADDRESS).

1.14 Premises Square Footage.

The Premises consist of a total of \_\_\_\_\_ square feet, which includes \_\_\_\_\_ square feet of OFA and \_\_\_\_\_ square feet of other area.

1.15 Date to Complete Improvements.

(INSERT DATE IF APPLICABLE)

1.16 Additional Provisions.

(INSERT IF APPLICABLE)

1.17 Improvements.

Improvements shall include the aircraft hangar or other structure that has been constructed and erected, or which is to be constructed or erected on the Premises, as well as all hangar flooring, lighting, paving, fencing, grating and surfacing, underground and overhead wires, doors, cables, pipes, tanks and drains, and all property of every kind and nature, which is attached to the Premises or which may not be removed without material injury to the Premises.

1.18 Minimum Standards.

"Minimum Standards" shall mean the most current and up-to-date version of the [Requirements and Minimum Standards for Commercial Aeronautical Services and Activities for Walker Field Airport, Grand Junction, Colorado-Grand Junction Regional Airport-, General Aviation Minimum Standards](#) as amended from time to time.

**ARTICLE 2: LEASE OF PREMISES & AIRPORT; QUIET ENJOYMENT**

2.1 Use of Premises.

In consideration of the payment of the Rent and the keeping and performance of the covenants and agreements by Lessee as stated herein, the GJRAA does hereby lease to Lessee the Premises, including any and all rights, privileges, easements, and appurtenances now or hereafter belonging to the Premises, subject, however, to all liens, easements, restrictions, and other encumbrances of record, Section 1.12 of this Agreement, and GJRAA's Grant Assurances to the Federal Aviation Administration ("FAA"). Lessee leases the Premises in an "as is" and "with all faults" condition, without any express or implied warranties or representations from the GJRAA that the Premises, or any portions thereof, are suitable for a particular purpose, or can accommodate any particular weight or size of aircraft.

2.2 Use of Airport.

Lessee is also granted the non-exclusive right to utilize such Airport runways, taxiways, taxi lanes, and public use aprons ("airfield areas"), and such other rights-of-way and access across the Airport ("Airport rights-of-way") as necessary for ingress and egress to the Premises, and to the extent necessary to enable Lessee to conduct the Permitted Uses from the Premises. Lessee's use of said airfield areas and other Airport rights-of-way shall be on a non-exclusive, non-preferential basis with other authorized users thereof. Lessee shall abide by all directives of the GJRAA, FAA, the Transportation Security Administration ("TSA"), and any other governmental entity having jurisdiction over the Airport governing Lessee's use of said airfield areas and other Airport rights-of-way, either alone or in conjunction with other authorized users thereof.

2.3 Quiet Enjoyment.

Upon the payment of Rent when due, as well as upon the payment of any other fees when due, and upon the performance of any and all other conditions stated herein, Lessee shall peaceably have, possess and enjoy the Premises and other rights granted herein, without hindrance or disturbance from the GJRAA, subject to the GJRAA's rights as discussed herein and/or pursuant to any applicable law or regulation. Notwithstanding the provision set forth in the preceding sentence or any other provision of this Lease, the GJRAA and any Lessee of the GJRAA shall have the right to traverse that portion of the Premises not occupied by a hangar or other structure, if the GJRAA, in its sole discretion, believes that such access is necessary or desirable for the efficient operations of the Airport, the GJRAA, or another Lessee.

2.4 Inspection by GJRAA.

The GJRAA, through its authorized agents, shall have the right, at all reasonable times, and after notice to Lessee when practical, to enter upon the Premises to inspect, to observe the performance by Lessee of its obligations hereunder, and to do any act which the GJRAA may be obligated to do or have the right to do under this Lease, any other agreement to which the GJRAA is a party, or pursuant to any applicable law or regulation. Without diminishing the GJRAA's rights to inspect and perform under this Paragraph, the acts of the GJRAA shall not unduly burden or interfere with Lessee's operations on the Premises.

**ARTICLE 3: LEASE TERM AND OPTIONS**

3.1 Term.

Subject to earlier termination as hereinafter provided, the primary term of this Lease shall be the period between the Commencement Date set forth in Paragraph 1.7 above and the Expiration Date set forth in Paragraph 1.8 above (the "Primary Term"), but in no case greater than twenty (20) years.

3.2 Option to Renew.

Subject to the provisions hereof, upon expiration of the Primary Term of this Lease, and if and only if Lessee is not in material default beyond applicable cure periods under this Lease,

Lessee shall have the option to renew this Lease for one (1) additional term of ten (10) years following the expiration of the Primary Term. Lessee's option to renew may be exercised by delivering written notice to the GJRAA between twelve (12) and eighteen (18) months prior to end of the Primary Term of this Lease.

### 3.3 Additional Option Terms.

In addition to the option term provided in Section 3.2 above, Lessee shall have one (1) additional option to extend the term of this Lease for five (5) years (an "Additional Option"). However, the total of the Primary Term and all option terms of this Lease shall not exceed thirty (30) years. The GJRAA shall offer an Additional Option to Lessee if, and only if:

3.3.1 Lessee requests the same at least one hundred twenty (120) days prior to the expiration of the then-current option, and

3.3.2 the GJRAA Board of Commissioners has not previously found, or found within sixty (60) days after such request by the Lessee, or by the close of the GJRAA Board of Commissioner's next regular Board meeting, whichever is later in time, that:

(a) the Improvements on the Premises have not been properly maintained (including painting) and do not meet current Minimum Standards as approved of by the GJRAA, the Improvements on the Premises do not meet any applicable code requirements, or the Improvements on the Premises are not in a condition expected to be serviceable in any respect for the additional five (5) year Additional Option term,

(b) the GJRAA intends to redevelop the area in which the Premises are located and/or use all or a portion of the Premises for purposes other than a lease to a Commercial Lessee or Storage Lessee, as the case may be with respect to the Lessee,

(c) Lessee is not in default under this Lease,

(d) Lessee is not in default in any other financial obligation to the GJRAA, and/or

(e) the granting of any Additional Option would not violate any FAA Grant Assurance or the provisions of any applicable law or regulation.

3.3.3 The factors referred to in Paragraph 3.3.2, above, shall each be referred to as a "Disqualifying Factor" and collectively as "Disqualifying Factors." A determination of the existence of any Disqualifying Factor shall be made in the reasonable discretion of the GJRAA.

3.3.4 Lessees are encouraged to contact the GJRAA in advance of the option exercise windows described in Paragraph 3.3.1 above to discuss the condition of the Improvements on the Premises, actions which may be necessary to bring the Improvements

into the required condition of maintenance and/or serviceability, and any other actions necessary to meet the other requirements of Paragraph 3.3.2 above.

3.3.5 The GJRAA may condition the exercise of an Additional Option on amendment of this Lease to incorporate such other standard and non-discriminatory terms as are then being offered by the GJRAA to other Commercial Lessees or Storage Lessees, as the case may be, under aeronautical use ground leases, and ground lease rates for each Additional Option term shall be set at reasonable rates existing at the time the Additional Option is exercised, as set forth in the GJRAA's then current rates established by the GJRAA's Fees and Charges, which rates shall thereafter be subject to the CPI adjustment set forth below.

3.3.6 For purposes of Paragraph 3.3, "Commercial Lessee" shall mean a Lessee which (a) regularly engages in fixed base operations, ground handling and servicing of air carrier and commuter airline operations, aircraft charter operations, flight training, aircraft rental, aerial photography, crop dusting, aerial advertising, aerial surveying, aircraft sales and services, sale of aviation petroleum products, aircraft repair and maintenance, sale of aircraft parts, and/or other commercial aeronautical services to the public, (b) has entered into or will enter into a lease with the Authority, and (c) meets, and in the case of an existing Lessee, has met for a period of not less than six (6) continuous months, the GJRAA's Minimum Standards then in effect for the type of aeronautical business operated by the Lessee. "Storage Lessee" shall mean any Aeronautical Use Lessee other than a Commercial Lessee as defined above.

#### 3.4 Repair and Maintenance Punch-List.

3.4.1 If the GJRAA finds that the Disqualifying Factor found under Paragraph 3.3.2(a), above, exists, but that no other Disqualifying Factor does, then the GJRAA will determine if the Improvements on the Premises can be restored and/or made serviceable through reasonable repair and/or maintenance. If the Improvements on the Premises can be restored and/or made serviceable through reasonable repair and/or maintenance, the GJRAA shall provide Lessee with a listing of items to be repaired and/or maintained by Lessee (hereinafter "Punch List"), at Lessee's sole expense. The repairs and/or maintenance to be completed by Lessee shall be for the purpose of restoring the Improvements on the Premises to their original state, excepting reasonable wear and tear.

3.4.2 The GJRAA shall provide Lessee with the Punch List within thirty (30) days after the GJRAA's determination that the Disqualifying Factor found under Paragraph 3.3.2(a), above, exists. Lessee will then have remainder of its then current option term or Additional Option term to complete the Punch List to the satisfaction of the GJRAA. Provided that Lessee is proceeding with the necessary diligence to complete the Punch List, and upon thirty (30) days written notice to the GJRAA prior to the expiration of Lessee's then current option term or Additional Option term, Lessee may extend the time to complete the Punch List for a period of time not to exceed sixty (60) days. However, Lessee agrees that any extension of the period of time for it to complete the Punch List to the satisfaction of the GJRAA will not create a new tenancy for the Additional Option period and that the GJRAA will maintain its right to terminate the Lease. If the Punch List



items are completed to the reasonable satisfaction of the GJRAA, Lessee shall then be eligible to exercise the Additional Option.

### 3.5 Surrender and Holding Over.

If Lessee holds over or remains in possession or occupancy of the Premises after the expiration of this Lease without any written renewal thereof, such holding over or continued possession or occupancy shall not be deemed as a renewal or extension of this Lease but shall create only a tenancy from month-to-month which may be terminated at any time by the GJRAA upon thirty (30) days written notice. Such holding over shall be at 150% of the Monthly Ground Rent that was payable in the month prior to such expiration, (or in recognition that the Improvements shall then be the property of the Authority) or the hangar rental rate established in the GJRAA's then-current Fees and Charges, whichever is greater, and shall otherwise be upon the same terms and conditions as set forth in this Lease.

## **ARTICLE 4: RENT & OTHER FEES**

### 4.1 Monthly Ground Rent.

The Monthly Ground Rent for the Premises is initially the amount set forth in Paragraph 1.11 above. Within thirty (30) days of Lessee's completion of any Improvements on the Premises, Lessee will provide the GJRAA with a survey acceptable to the GJRAA (as determined by the GJRAA in its sole discretion) which shall be attached to this Lease as Exhibit B. Should the actual square footage of the Premises or the Improvements thereon (as determined by the Survey of the Premises to be attached as Exhibit B) differ from the initial estimate of the Premises or Improvements' square footage (as shown by the Description of the Premises, attached as Exhibit A), then the Monthly Ground Rent shall be adjusted to account for such difference according to standard GJRAA procedure.

### 4.2 CPI Adjustment.

The Monthly Ground Rent for the Premises may be adjusted by the increase or decrease in the Consumer Price Index, using the U.S. City Average for all urban consumers ("CPI-U"), all items index, set forth in the October to October report published by the U.S. Department of Labor, Bureau of Labor Statistics, for the twenty-four (24) month period ending in the calendar year immediately preceding the calendar year in which the annual cost-of-living adjustment is to be made, or the period since the Commencement Date of this Lease, whichever is less. The initial CPI adjustment under this Lease shall be made on April 1st of the first even calendar year after the calendar year in which the Commencement Date falls, and every even year thereafter. If the CPI-U index is no longer published by the U.S. Department of Labor, the parties to this Lease, as well as any successors or assigns, shall use the U.S. Department of Labor index or report most closely approximating the CPI-U.

### 4.3 Other Fees and Charges.

In addition to the Monthly Ground Rent described above:

4.3.1 Lessee shall pay the GJRAA such fees as set forth in the GJRAA's current Fees and Charges, as they are adopted by resolution of the GJRAA Board of Commissioners (the "Fees and Charges"), and as the same may be amended from time to time, including those Fees and Charges that are adopted or amended after the Commencement Date of this Lease, for the usage of the Airport's disposal station, by Lessee, or by Lessee's successors, assigns, and/or sublessees.

4.4 Manner of Payment.

Payment of Lessee's Monthly Ground Rent shall be made in advance, on or before the first day of each and every month during the term of this Lease. Payment of all other fees, if any, shall be made in accordance with procedures adopted by the GJRAA from time to time. All rental payments shall be made to the GJRAA at its address listed in Paragraph 1.5, or at such other address as may be specified by the GJRAA.

4.5 Late Charges.

All amounts payable under the Lease may collectively be referred to herein as "Rent." Any payment of Rent, including Monthly Ground Rent, which is not received on the due date will be subject to a late charge equal to five percent (5%) of the unpaid Rent, or \$100.00, whichever is greater. This amount is in consideration of the GJRAA's additional cost of processing late payments. In addition, any Rent which is not paid when due, including Monthly Ground Rent, will accrue interest at a default rate of three percent (3%) per month (but in no event in an amount in excess of the maximum rate allowed by applicable law) from the date on which it was due until the date on which it is paid in full, with accrued interest. Any payments received shall be applied first to accrued interest, and then to the reduction of principal.

4.6 No Set Off.

Except as may be expressly set forth herein, Lessee shall not have the right to set-off against any amounts owed to the GJRAA for any claims it may have against the GJRAA unless and until said amounts are agreed to by the GJRAA or reduced to final judgment.

4.7 New Federal or State Regulation.

In the event the GJRAA is required to make additional direct expenditures in connection with the implementation of any future federal or state regulation imposed upon the GJRAA as a result, in whole or in part, of Lessee's operation, the GJRAA may call a conference for the purpose of discussing and determining methods of compliance and recovery from Lessee and others similarly situated, if any, of costs so incurred, and Lessee agrees to attend, in good faith, and agrees to reimburse the GJRAA for any reasonable costs it incurs for the implementation of these federal or state regulations.

## ARTICLE 5: ASSIGNMENT AND SUBLEASING

### 5.1 Assignment by Lessee.

Lessee shall not assign its interest herein without the written consent of the GJRAA, which consent shall not be unreasonably withheld. Any assignment or transfer in violation of this section shall be void. All subsequent assignors and assignees shall be subject to this Lease as if they were the original Lessee/assignor.

### 5.2 Subletting.

Lessee shall not sublease all or any portion of the Premises, or all or any portion of the improvements thereon, without first obtaining written consent of the GJRAA for the sublease, which consent shall not be unreasonably withheld. Any such sublease must be in writing and in a form and for a rental amount and other consideration acceptable to the GJRAA, pursuant to the requirements of the Minimum Standards, by which such sublessee is authorized to do business at the Airport, if applicable. Any sublease shall be in the form required by the GJRAA for all subleases, as the same may be amended from time to time, or in a form specifically approved by the GJRAA, including those forms that are created or amended after the Commencement Date of this Lease. The existence of any sublease or subleases shall not in any way relieve Lessee from its responsibilities as to the entire Premises under this Lease. Any default by a sublessee of its obligations to the GJRAA under any sublease shall constitute a default by Lessee of its obligations under this Agreement. Lessee shall not allow any sublessee to enter onto the Premises until the sublessee has properly executed a sublease and that sublease has been consented to by the GJRAA.

### 5.3 No Consent or Waiver.

Consent by the GJRAA to one (1) sublease or assignment shall not be construed as consent or waiver of the GJRAA's right to object to any subsequent sublease or assignment. Acceptance by the GJRAA of rent from any sublessee or assignee shall not be construed to be a waiver of the right of the GJRAA to void any sublease or assignment.

### 5.4 Assignment by the GJRAA.

The GJRAA may assign its interest herein, without the consent of Lessee, to any successor operator or proprietor of the Airport. The GJRAA shall give prior written notice to Lessee of any such assignment and of its rights and obligations hereunder.

## ARTICLE 6: EMINENT DOMAIN, SUBSTITUTION OF PREMISES, & SUBORDINATION

6.1 In the event that all or any portion of the Premises is taken for any public or quasi-public purpose by any lawful condemning authority, including the GJRAA, through its powers of eminent domain, or by private purchase by any public authority in lieu of the exercise of eminent domain, the proceeds, if any, from such taking or conveyance may be allocated between the GJRAA and Lessee according to the applicable law of eminent domain. If a portion of the Premises is so taken or sold, and as a result thereof, the remaining part cannot be used to reasonably

continue the authorized purposes contemplated by this Lease in an economically viable manner, then this Lease shall be deemed terminated at the end of a period of sixty (60) days following said taking or conveyance. In that event, and at that time, Lessee shall surrender the Premises, Improvements (and the GJRAA's fixtures and personal property thereon, if any) to the GJRAA, and Lessee may remove its fixtures and personal property located upon the Premises, in accordance with the provisions of this Lease. No severance damages shall be paid by the GJRAA to Lessee as the result of the condemnation nor shall any damages be paid to Lessee as the result of the termination of this Lease.

6.2 The GJRAA may grant or take easements or rights-of-way across the Premises, in addition to the easements or rights-of-way identified in this Lease, if the GJRAA determines it is in its best interests and in accordance with applicable law to do so. If the GJRAA grants or takes such an easement or right-of-way across any of the Premises, in addition to those easements or rights-of-way identified in this Lease, Lessee may request compensation from the GJRAA for that easement or right-of-way and the GJRAA will determine whether compensation should be paid to Lessee, and if so, the amount thereof, in accordance with applicable law.

6.3 The GJRAA has the right to substitute Comparable Areas for all or any portion of the Premises, and any additions, alterations or improvements thereon, should the GJRAA, in its sole discretion, determine that a taking of the Premises, or any portion thereof or any Improvement thereon, is required for Airport purposes. In the event that the GJRAA elects to exercise its right to substitute, all title, right and interest to the portion of Premises that is taken shall immediately vest in the GJRAA. Furthermore, the GJRAA may require Lessee to vacate the portion of the Premises taken. For the purposes of this Article, the term "Comparable Areas" is defined to mean a parcel of land within the Airport, or any additions or extensions thereof, similar in size to the Premises and brought to the same level of improvement as the Premises. The GJRAA shall bear all expenses of bringing the substituted area to the same level of improvement as the Premises, and of moving Lessee's improvements, equipment, furniture, and fixtures to the substituted area. If any of Lessee's improvements, equipment, furniture, or fixtures cannot be relocated, the GJRAA shall replace, at GJRAA's expense, such non-relocatable improvements and other property with comparable property in the Premises, and the GJRAA shall be deemed the owner of the non-relocated improvements and other property, free and clear of all claims of any interest or title therein by Lessee, or any other third party whomsoever. It is the specific intent of this Subparagraph that Lessee be placed, to the extent possible, in the same position it would have been, had the GJRAA not substituted new premises for the Premises; provided, however, that the GJRAA shall not be obligated to reimburse Lessee for any damages, including lost profits or revenues, due to such substitution, should the GJRAA elect to exercise its right to substitute.

6.4 Nothing in Subparagraph 6.3, above, shall be construed to adversely affect the GJRAA's rights to condemn or exercise its rights of eminent domain in regard to Lessee's leasehold rights and interests in the Premises, and any improvements thereon, should the GJRAA, in its sole discretion, determine that it requires all or any portion of the Premises, and improvements thereon, for Airport purposes. The GJRAA may, at its sole discretion, exercise its leasehold condemnation rights in lieu of the GJRAA's substitution rights set forth in Subparagraph 6.3, above. Nothing in this Article shall be construed as a promise by the GJRAA to substitute Comparable Areas for the Premises. In the event the GJRAA proceeds by way of condemnation or through the exercise of eminent domain, Paragraph 6.3 shall not apply.

6.5 This Lease and all provisions hereof shall be subject and subordinate to the terms and conditions of all existing and future instruments, documents, contracts, or agreements between the GJRAA and any Federal, State, or local government, or any agency thereof, as well as subject and subordinate to the requirements of any current or future Federal, State, or local statute, rule, regulation, ordinance, or directive governing the operation of the Airport, and the GJRAA shall not owe any damages to Lessee, such as for lost profits or revenues, as a result of the GJRAA's compliance with said instruments, documents, contracts, agreements, statutes, rules, regulations, ordinances, or directives. The GJRAA shall also be excused from its obligations to pay Lessee eminent domain compensation or to provide substitute leasehold premises pursuant to this Article for its compliance with said instruments, documents, contracts, agreements, statutes, rules, regulations, ordinances, or directives, unless specifically directed otherwise by those instruments, documents, contracts, agreements, statutes, rules, regulations, ordinances, or directives.

#### **ARTICLE 7: EXPIRATION AND TERMINATION**

7.1 Prior to the expiration or termination of this Lease, Lessee shall have the right to sell or transfer any Improvements on the Premises that is not the property of, or owned by, the GJRAA. However, any sale or transfer of these Improvements shall be subject to the consent or approval of the GJRAA, and the GJRAA shall not unreasonably withhold this consent or approval. Should Lessee sell or transfer the Improvements on the Premises that is not the property of, or owned by, the GJRAA prior to the expiration or termination of the Lease, and the GJRAA consents to and approves this sale or transfer, the GJRAA shall, in good faith, negotiate an Aeronautical Use Ground Lease with the new owner of the Improvements.

7.2 Upon the expiration or termination of this Lease, Lessee shall peaceably surrender to the GJRAA possession of the Premises, together with any Improvements, fixtures, or personal property of the GJRAA thereon (such as the GJRAA's security fencing and gating) in as good a condition as the Premises, and Improvements, fixtures, and personal property were initially provided to Lessee, with ordinary wear and tear excepted, without any compensation whatsoever, and free and clear of any claims of interest of Lessee or any other third-party.

7.3 Also upon the expiration or termination of the Lease, and provided that Lessee did not sell or transfer the Improvements on the Premises prior to the expiration or termination of this Lease, Lessee shall have all personal property and trade fixtures removed from the Premises, unless the personal property or trade fixtures are owned by the GJRAA, and shall restore the Premises to a good condition and repair. If Lessee is proceeding with the necessary diligence to remove these items and complete this work, upon thirty (30) days written notice to the GJRAA prior to the expiration or termination of the Lease, Lessee may extend the time to remove these items and complete this work for a period of time not to exceed sixty (60) days. Further, if Lessee is proceeding with "Punch List" work as outlined under Paragraph 3.4 above, Lessee will be provided sixty (60) days to remove the personal property or trade fixtures following the determination of the GJRAA that the Punch List items were not completed to its satisfaction, if that decision is made by the GJRAA. However, Lessee agrees that this additional period of time to remove any personal property or trade fixtures from the Premises, or any work necessary to return the Premises to a good condition and repair, will not create a new tenancy for any additional period of time and that the GJRAA will maintain its rights to terminate the Lease. Following the expiration or termination of the Lease, Lessee shall, at the option of the GJRAA, either (a) leave

the Improvements on the Premises in place, or (b) demolish the Improvements on the Premises, returning the Premises to a flat and level condition, and if the Premises was paved, re-paving the Premises to the same depth and specifications as it existed prior to the expiration or termination of the Lease. If the GJRAA elects to have Lessee demolish the Improvements on the Premises, Lessee will have sixty (60) days to complete this work, but the time period for Lessee to complete this work will not create a new tenancy for any additional period of time.

7.4 The GJRAA shall take title to, and full ownership of, all personal property and trade fixtures not removed by Lessee from the Premises within the time periods identified in Paragraph 7.3, above. Additionally, without any payment to Lessee, the GJRAA shall take title to, and full ownership of, any building, structure, or improvement that was on the Premises at the expiration or termination of the Lease, provided the GJRAA elects to have Lessee leave the Improvements on the Premises in place as outlined under Paragraph 7.3, above. Title and ownership of the personal property, trade fixtures, buildings, structures, or other improvements to the GJRAA under this provision shall be free and clear of any claim of interest by Lessee or that of a third-party.

#### **ARTICLE 8: ARTICLE 8: DEFAULT AND REMEDIES**

8.1 Lessee shall be in default of this Lease upon the happening of any of the following events or conditions ("Events of Default"):

8.1.1 default or breach by Lessee, or any of its successors, assignees, and/or sublessees, in payment or performance of any obligation, covenant, or liability contained or referred to in this Lease, or any approved sublease, as well as any default or breach of any of the terms or conditions of this Lease or any approved sublease;

8.1.2 the Lessee's death, legal incapacity, dissolution, or termination of existence, insolvency, business failure, appointment of a receiver for or the commencement of any proceedings under any bankruptcy or insolvency laws by or against the Lessee, or the general assignment of Lessee's rights, title and interest hereunder for the benefit of creditors;

8.1.3 the Premises being left vacant or unoccupied or apparently abandoned by Lessee for a period of thirty (30) days; or

8.1.4 the placement or assertion of any mechanics' lien or other lien on the Premises due to any act or omission by Lessee or those claiming under Lessee.

8.2 Upon an Event of Default as defined in Paragraph 8.1, the GJRAA shall have the right to, and at its option may, exercise any one or more of the following rights and remedies, each of which shall be cumulative, as well as in addition to any and all other rights and remedies authorized by law or equity:

8.2.1 The GJRAA may, with or without terminating this Lease, bring and maintain any action for any amount due and unpaid and/or for specific performance. The GJRAA's damages shall be the total of all rent and costs and expenses of performance of all other covenants of the Lessee as herein provided due or to become due for the remainder

of the lease term, together with the GJRAA's costs, including reasonable attorneys' fees, incurred in retaking possession of the Premises, and bringing and pursuing the action. However, if the GJRAA obtains a judgment against Lessee for damages due to Lessee's breach or default of this Lease, and the GJRAA then leases the Premises to a third-party, the GJRAA shall offset the judgment against the Lessee with any amounts the GJRAA may realize from leasing the Premises to that third-party for the remainder of the lease term with Lessee, after deducting the GJRAA's costs and expenses incurred in connection with obtaining the judgment against the Lessee, as well as leasing the Premises to that third-party, which includes, but is not limited to, redecorating, altering, building, constructing, etc., to prepare the Premises for the lease to the third-party. The GJRAA shall have the sole discretion to determine the terms and conditions of leasing the Premises to the third-party.

8.2.2 The GJRAA may reenter and take possession of the Premises, remove all persons and property therefrom, and declare this Lease and the leasehold estate hereby created to be, and thereupon the same shall be and become, terminated and ended.

8.2.3 The GJRAA may, at its option, with or without declaring this Lease or the leasehold estate created hereby terminated or ended, occupy the Premises or cause the Premises to be redecorated, altered, divided, consolidated with other adjoining premises, or otherwise changed or prepared for re-leasing, and may re-lease the Premises or any part thereof in order to mitigate the GJRAA's damages. The terms and conditions of such re-leasing shall be in the sole discretion of the GJRAA. All rent received by the GJRAA for the remainder of the lease term shall be applied first to the payment of expenses the GJRAA may have incurred in connection with recovery of possession of the Premises and/or preparing it for releasing, and the releasing, including brokerage and reasonable attorneys' fees, and then to the payment of amounts equal to the rent hereunder and the costs and expense of performance of the other covenants of Lessee as herein provided. Lessee shall, whether or not the GJRAA has released the Premises, pay the GJRAA all rent and other sums herein agreed to be paid by Lessee, less the net proceeds of the releasing, if any, as ascertained from time to time, and the same shall be payable by Lessee upon demand. If the GJRAA elects, pursuant hereto, to occupy and use the Premises, or any part thereof, during any part of the balance of the term of the lease as originally fixed or since extended, there shall be allowed against Lessee's obligation for rent or other charges as herein defined, during the period of the GJRAA's occupancy, the reasonable value of such occupancy, not to exceed in any event the rent herein stated, and such occupancy shall not be construed as a release of Lessee's liability hereunder.

8.2.4 The GJRAA may, on reasonable notice to Lessee (except that no notice need be given in case of emergency), cure any breach at the expense of Lessee and the cost of such cure, including attorneys' fees incurred by the GJRAA in doing so, shall be deemed additional rent payable on demand.

8.3 In the event the GJRAA re-leases the Premises as authorized above, any and all of Lessee's improvements, structures, furniture, furnishings, equipment, and trade fixtures that are in or on or about the Premises may be used by the GJRAA or its new Lessee until the expiration of the term, without any liability for rent, compensation, or other charge therefor; however, in such

case, if on the expiration of the term or on an earlier termination of this Lease, the total net amount so collected or received by the GJRAA from and through any such re-leasing or operation has exceeded the total amount accrued and due and unpaid from the Lessee, then such excess shall be applied to the Lessee.

8.4 Whenever a right of reentry is given to the GJRAA by the terms of this Lease, the GJRAA may exercise the same by agent or attorney, and with or without legal process, such process and demand for possession of the Premises being expressly waived by Lessee, and GJRAA may use all force necessary to make such entry and/or hold the Premises after such entry and/or to remove Lessee and/or any other person and property from the Premises; and the GJRAA shall be entitled, on application to a court of competent jurisdiction, to have a receiver appointed in aid of the enforcement of any remedy herein provided.

8.5 Lessee waives all right of redemption to which Lessee or any person claiming under Lessee may be entitled by any law now or hereafter enforced.

8.6 The GJRAA's retaking of possession of the Premises shall not constitute acceptance of surrender, eviction, or forfeiture of the Lease. The GJRAA and Lessee hereby expressly agree that if, after Lessee's default, the GJRAA retakes possession of the Premises, Lessee shall remain liable for all unaccrued rent, and all other obligations of this Lease for the remainder of the lease term, notwithstanding the GJRAA's reentry. Upon default, the GJRAA may exercise any and all of the remedies provided for herein in any order.

8.7 Any default by either Lessee or the GJRAA in the performance of any of the terms and conditions contained herein, other than the payment of Rent, shall be excused where due to force majeure, which, among other things, shall include natural catastrophes such as hurricanes, tornadoes, or floods, acts of God, acts of war, and governmental statutes, regulations, directives, or contracts governing the operation of the Airport, with which the GJRAA or Lessee must comply. This Paragraph shall not apply to a failure to timely pay any monetary amounts due.

#### **ARTICLE 9: MISCELLANEOUS PROVISIONS**

##### **9.1 Notices.**

All notices and communications hereunder shall be given by depositing the same in the United States mail, postage prepaid, registered or certified mail, or via a nationally recognized overnight courier service having proof of delivery and addressed to the relevant addresses as set forth in Paragraph 1, above, or to such other address as either party may specify by notice, in writing, given to the other party. Notices shall be deemed given on the date of mailing and the date of mailing shall be the date shown on the post office registry or express service receipt. Notice given in a manner other than as specified herein shall be ineffective.

##### **9.2 Subordination.**

Lessee's interest in the Premises shall be subordinated to that of the FAA by and through GJRAA's "grant assurances", and to those of any existing or future lender holding a mortgage or



deed of trust on the Premises, and Lessee will, at the GJRAA's request, sign such subordination agreements or statements as such lenders may from time to time require.

### 9.3 Civil Rights.

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Lessee shall comply with the civil rights non-discrimination requirements set forth in Exhibit C.

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### 9.39.4 No Waiver.

The failure of either party to insist upon the strict and prompt performance of any of the terms, covenants, agreements, and conditions contained herein, upon the other party imposed, shall not constitute or be construed as a waiver or relinquishment of such party's right or rights thereafter to enforce any term, covenant, agreement, or condition, but the same shall continue in full force and effect. The waiver of any breach of any term, covenant, agreement, or condition contained herein by either party shall not be construed to be a waiver of any subsequent breach of the same or any other term, covenant, agreement, or condition. Should Lessee breach any of its obligations hereunder, the GJRAA may thereafter accept from Lessee any payment or payments due hereunder, and continue this Lease, but without waiving the GJRAA's right to exercise and enforce all available default rights hereunder, or any other remedies provided by law, for said breach or default.

### 9.49.5 Lease Contingent.

If improvements on the Premises have not been constructed as of the date of this Lease, ~~this Lease is contingent upon~~ Lessee shall seek and obtain (1) GJRAA review and approval of all construction drawings and a determination of consistency with the Airport Layout Plan and GJRAA design and building standards; (2) FAA determination that the improvements would not constitute an obstruction or hazard to air navigation; and (3) approval of any construction or development plans by Lessee, and upon the approval of any applicable planning, zoning or building agency or authority. The responsibility for obtaining any authorization from or approval of any federal, state, or local governmental agency shall be the sole responsibility and expense of Lessee. Lessee improvements are estimated to include \_\_\_\_\_ and cost between \$ \_\_\_\_\_ and \$ \_\_\_\_\_, subject to further refinement during the design process. All costs associated with Lessee improvements shall be borne by Lessee. Lessee shall have until \_\_\_\_\_, to complete engineering and design of the improvements and secure any and all necessary authorizations and approvals to initiate construction. Lessee further shall have until the date specified in Paragraph 1.15 to obtain a certificate of beneficial occupancy or equivalent for the improvements. 60 days from the date set forth in Paragraph 1.1, above, to satisfy the foregoing contingencies. ~~If, at the end of such 60 day periods, Lessee has not provided to the GJRAA clear evidence that such contingencies conditions have been satisfied, or that substantial progress has been made toward satisfaction of same, then the GJRAA may terminate this Lease without penalty to Lessee.~~

### 9.59.6 Entire Agreement; Modifications; Termination of Prior Leases.

This Lease constitutes the entire agreement between the parties with respect to the subject matter contained herein. Modifications or amendments to this Lease shall be effective only if made in writing and executed by the GJRAA and Lessee. This Lease shall replace and supersede

all prior leases, amendments and addenda thereto and any other agreements between the GJRAA and Lessee with respect to the Premises, all of which shall be deemed terminated upon mutual execution of this Lease.

9.69.7 Time of Essence.

Time shall be of the essence of this Lease, and the terms hereof shall be binding upon the heirs, personal representatives, successors, and permitted assigns of each of the parties hereto.

9.79.8 Headings.

The article or other headings employed in this Lease are for convenience of reference only. Such headings shall not be interpreted as enlarging or limiting the meaning of any portion of this Lease.

9.89.9 Lessee Representations.

Lessee represents that Lessee is the owner of, or fully authorized to use any and all services, processes, machines, articles, marks, names, or slogans used by Lessee in Lessee's operations under this Lease. Lessee shall save and hold the GJRAA, its Board members, officers, employees, agents, and representatives, free and harmless against any loss, liability, expense, suit, or claim for damages in connection with any actual or alleged infringement of any patent, trademark, or copyright, or from any claim of unfair competition or other similar claim, arising out of Lessee's operations under, or in connection with, this Lease. Lessee, and those individuals executing this Lease on behalf of Lessee, represent and warrant that they are familiar with C.R.S. §18-8-301, et seq. (Bribery and Corrupt Influences) and C.R.S. §18-8-401, et seq. (Abuse of Public Office) and that they are unaware of no violations of the provisions thereof with respect to this Lease or operations to be conducted hereunder. With respect to Lessee, the undersigned warrants and represents he/she is authorized to execute this Lease on Lessee's behalf, and Lessee shall be bound as a signatory to this Lease by his/her execution of this Lease. Lessee also certifies, by signing this Lease, that neither it nor its principals, members, or managers are presently debarred, suspended, proposed for debarment, declared ineligible, or are voluntarily excluded from participation in this Lease by any federal department or agency. Lessee further agrees, by signing this Lease, that it will include this clause, without modification, in all subleases.

9.99.10 Fees and Memorandum.

Lessee shall pay all legal and surveying fees and costs associated with the rental of the Premises under this Lease or any addendum hereto. Furthermore, Lessee shall assist the GJRAA, in any way deemed advisable in preparing, executing or recording a Memorandum of Lease relating to this Lease.

9.109.11 Invalidity.

If any term or condition of this Lease or the application thereof to any person or event shall to any extent be invalid and unenforceable, the remainder of this Lease and the application of such term, covenant, or condition to persons or events other than those to which it is held invalid or

unenforceable shall not be affected and each term, covenant, and condition of this Lease shall be valid and be enforced to the fullest extent permitted by law.

9.119.12 GJRAA Representations.

The GJRAA covenants and represents that it is the owner of the Premises, and has the right to enter into this Lease and grant the rights contained herein to Lessee.

9.129.13 Relationship of Parties.

Nothing contained herein shall be deemed or construed by the parties hereto, or by any third-party, as creating the relationship of principal and agent, partners, joint venturers, or any other similar such relationship between the parties. It is understood and agreed that neither the method of computation of fees, nor any other provision contained herein, nor any acts of the parties hereto creates a relationship other than the relationship of landlord and Lessee.

9.139.14 Attorney Fees.

If litigation is required to interpret or enforce this Agreement, the prevailing party shall be awarded its reasonable attorney's fees, costs and other expenses incurred in addition to any other relief it receives.

9.149.15 Incorporation of Exhibits.

The Exhibits and Appendix to this Lease are integral parts of this Agreement and Lessee is bound by the terms set forth in them. If through oversight or otherwise, those Exhibits are not attached hereto, it is Lessee's responsibility to obtain copies of those Exhibits from the GJRAA. GJRAA reserves the right to update Appendix I from time to time as may be necessary to comply with Federal, State, local, or GJRAA Rules and Regulations.

9.159.16 Law and Venue.

This Lease shall be interpreted in accordance with the laws of the State of Colorado and applicable federal law. Should either party believe it necessary to file suit to interpret or enforce any provisions of this Agreement, the exclusive venue and jurisdiction for said lawsuit shall be in the Mesa County, Colorado, or if federal court jurisdiction would be appropriate, then in the United States District Court for the District of Colorado.

9.169.17 All Terms Material.

Covenants and agreements herein which would ordinarily be considered to be material shall be so considered herein. In addition, the parties recognize the special and unique nature of Airport operations; that the GJRAA operates the Airport under agreements with other government entities, pursuant to numerous laws, regulations and ordinances, and in furtherance of the public need, health and safety; each term, covenant and/or agreement, the breach of which by Lessee might materially adversely affect any such aspect of the GJRAA's operation of the Airport, shall also be deemed material, and any default in any such term, covenant and/or agreement shall be deemed to be a default in the Lease.

9.179.18      Right of Appeal.

Whenever the Airport Manager is authorized by this Lease to make discretionary decisions affecting Lessee, or the Airport Manager is authorized by the GJRAA to make discretionary decisions hereunder, the Lessee shall be entitled to appeal such decision to the Board of the GJRAA. Any such appeal shall be in writing, shall be filed with the GJRAA within thirty (30) days of the complained of decision, shall clearly state each basis for appeal, and shall include copies of any documents upon which the appeal is based. The pendency of an appeal shall not relieve the Lessee from compliance with the decision of the Airport Manager. The taking of such an appeal shall be a condition precedent to the filing of any action by Lessee to enforce or interpret this Lease.

9.189.19      Limitation of Benefit.

This Lease does not create in or bestow upon any other person or entity not a party to this Lease any right, privilege or benefit unless expressly provided in this Lease. This Lease does not in any way represent, nor should it be deemed to imply, any standard of conduct to which the parties expect to conform their operations in relation to any person or entity not a party.

9.199.20      Non-Exclusive Right.

Nothing herein contained shall be construed to grant or authorize the granting of an exclusive right prohibited by Section 308 of the Federal Aviation Act of 1958, as amended. The GJRAA reserves the right to grant to others the privilege and right of conducting any aeronautical or non-aeronautical activity at the Airport. The GJRAA reserves the right, during the term hereof, to reduce and reallocate space leased for the exclusive use of Lessee in any case where the failure to do so might reasonably constitute the granting by the GJRAA to Lessee of such an exclusive right.

Done and entered into on the date first above written.

GRAND JUNCTION REGIONAL AIRPORT AUTHORITY

Dated: \_\_\_\_\_ By: \_\_\_\_\_

Its: \_\_\_\_\_

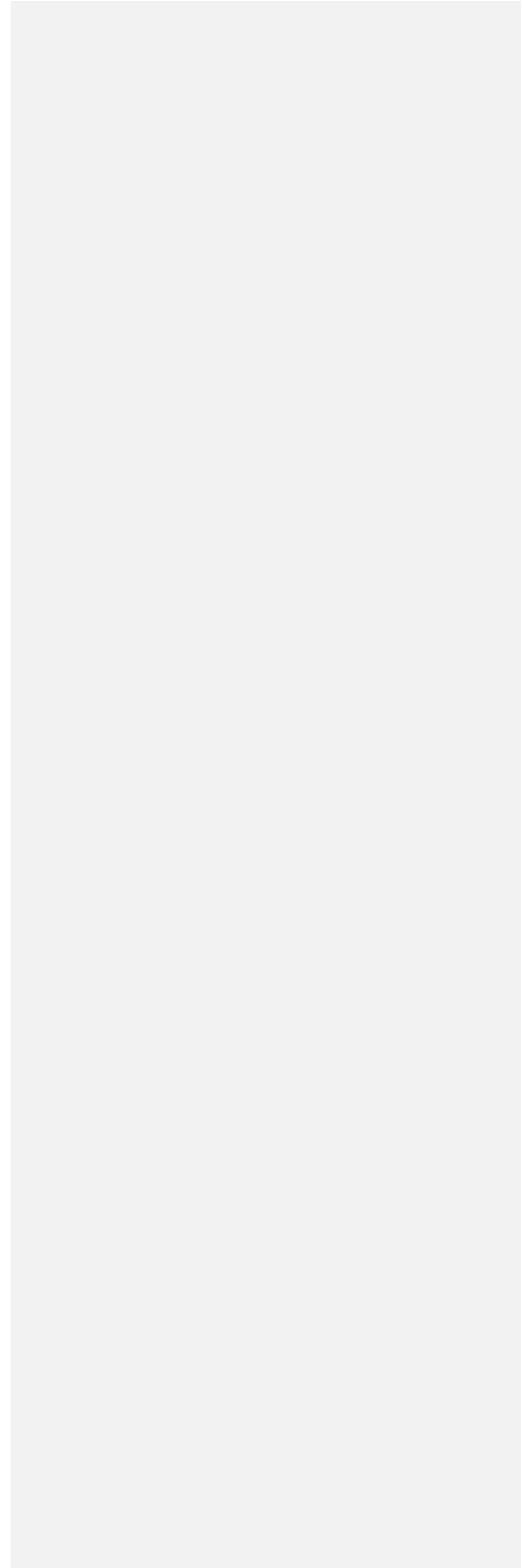
LESSEE:

Dated: \_\_\_\_\_ By: \_\_\_\_\_

Its: \_\_\_\_\_



**EXHIBIT A**  
**Description of the Premises**



**EXHIBIT B**  
**Survey Including Common and Particular Description of the Premises**

## **EXHIBIT C**

### **Civil Rights Non-Discrimination**

- A. In all its activities within the scope of its airport program, Lessee agrees to comply with pertinent statutes, Executive Orders and such rules as identified in Title VI List of Pertinent Nondiscrimination Acts and Authorities to ensure that no person shall, on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance. If Lessee transfers its obligation to another, the transferee is obligated in the same manner as Lessee. This provision obligates Lessee for the period during which the property is used or possessed by Lessee and the Airport remains obligated to the FAA. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.
- B. During the performance of this Lease, Lessee for itself, its assignees, and successors in interest, agrees to comply with the following non-discrimination statutes and authorities:
- i. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 Stat. 252) (prohibits discrimination on the basis of race, color, national origin);
  - ii. 49 CFR part 21 (Non-discrimination in Federally-assisted programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964);
  - iii. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. § 4601 (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
  - iv. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.) as amended (prohibiting discrimination on the basis of disability), and 49 CFR Part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);
  - v. The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 et seq.) (prohibits discrimination on the basis of age);
  - vi. Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
  - vii. The Civil Rights Restoration Act of 1987 (PL 100-259) (broadening the scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

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- viii. Titles II and III of the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities) as implementing by U.S. Department of Transportation Regulations at 49 CFR Parts 37 and 38;
- ix. The Federal Aviation Administration’s Nondiscrimination statute (49 USC § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- x. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- xi. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficient (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs [70 Fed. Reg. at 74087 (2005)]; and
- xii. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC § 1681 et seq.).

C. Lessee, including personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree, as a covenant running with the land, that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that Lessee will use the premises in compliance with all other requirements imposed by or pursuant to the list of non-discrimination acts and authorities, as enumerated in the preceding subsection. In the event of breach of any of the above nondiscrimination covenants, the GJRAA will have the right to terminate this Lease and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if the Lease had never been made or issued.

D. During the performance of this Lease, Lessee, for itself, its assignees, and successors in interest, agrees as follows:

- i. Compliance with Regulations: Lessee will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this Lease.
- ii. Nondiscrimination: Lessee, with regard to the work performed by it during the Lease, will not discriminate on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. Lessee will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
- iii. Solicitations for Subcontracts, including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding or negotiation made by Lessee for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by Lessee of contractor's obligations under this Agreement and the Nondiscrimination Acts and Authorities.
- iv. Information and Reports: Lessee will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the GJRAA or the FAA to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, Lessee will so certify to the GJRAA or the FAA, as appropriate, and will set forth what efforts it has made to obtain the information.
- v. Sanctions for Noncompliance: In the event of Lessee's noncompliance with the non-discrimination provisions of this Lease, the GJRAA will impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to, cancelling, terminating, or suspending this Lease, in whole or in part.
- vi. Incorporation of Provisions: Lessee will include the provisions of this subsection in every contract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant hereto. Lessee will take action with respect to any subcontract or procurement as the GJRAA or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if Lessee becomes involved in, or is threatened with litigation by a subcontractor, or

supplier because of such direction. Lessee may request the GJRAA to enter into any litigation to protect the interests of the GJRAA. In addition, Lessee may request the United States to enter into the litigation to protect the interests of the United States.

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**Grand Junction Regional Airport Authority**

Agenda Item Summary

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|                 |  |                                   |  |
|-----------------|--|-----------------------------------|--|
| TOPIC:          | Consent to Lease Assignment – Plane Storage, LLC to Integrity Health   |                                   |  |
| PURPOSE:        | Information <input type="checkbox"/>   | Guidance <input type="checkbox"/> | Decision <input checked="" type="checkbox"/> |
| RECOMMENDATION: | Consent to assignment of Ground Lease from Plane Storage, LLC to Integrity Health, and authorize the Executive Director to sign the Consent to assignment.   |                                   |  |
| SUMMARY:        | <p>Plane Storage, LLC is transferring its property at 2863 Aviators Way to Integrity Health, a Colorado non-profit corporation. The Lease to be assigned has an initial expiration date of December 1, 2037 with one ten-year renewal option and four five-year renewal options remaining, subject to the conditions set forth in the Lease.</p> <p>The Authority’s consent is required to effectuate the Lease assignment between the entities.</p> <p>At this time, the owner of Plane Storage, LLC has signed the consent form and Integrity Health is presenting the document to their board for approval on March 14, 2025.</p> |                                   |  |
| REVIEWED BY:    | Executive Director and Legal Counsel   |                                   |  |
| FISCAL IMPACT:  | None   |                                   |  |
| ATTACHMENTS:    | Assignment of Ground Lease Agreement and Consent to Assignment. Full lease document available upon request.  |                                   |  |
| STAFF CONTACT:  | Sarah Menge<br>smenge@gjairport.com<br>(970) 248-8584  |                                   |  |

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## ASSIGNMENT OF AERONAUTICAL USE GROUND LEASE AND CONSENT TO ASSIGNMENT

This Assignment of Aeronautical Use Ground Lease and Consent to Assignment (this “**Agreement**”) is entered into and effective as of the 11th day of March 2025 (“**Effective Date**”), by PLANE STORAGE, LLC (“**PLANE STORAGE**”) and INTEGRITY HEALTH, a Colorado non-profit corporation (“**INTERMOUNTAIN**”), and GRAND JUNCTION REGIONAL AIRPORT AUTHORITY (“**GJRAA**”) (together the “**Parties**”). Capitalized terms used herein but that are not defined herein have the same meaning as is set forth in the Lease (defined below).

### Recitals

**WHEREAS**, GJRAA and PLANE STORAGE entered into that certain Aeronautical Use Ground Lease attached hereto as Exhibit A (the “**Lease**”), with respect to certain real property legally described on Exhibit B (the “**Premises**”), which Lease has a Commencement Date of December 1, 2017, and a Primary Term that will expire on December 1, 2037, subject to one 10-year and four 5-year extensions.

**WHEREAS**, PLANE STORAGE desires to assign its rights and obligations under the Lease and its leasehold interest in the Premises to INTERMOUNTAIN, exclusive of all leasehold improvements in or appurtenant to the Premises (“**Improvements**”) and all trade fixtures, furnishings, equipment, and other tangible personal property of PLANE STORAGE (collectively, the “**FF&E**”).

**WHEREAS**, assignment of the Lease and removal of the Improvements requires GJRAA’s written consent.

**THEREFORE**, in consideration of the agreements set forth herein, as well as for other good and valuable consideration, all Parties agree as follows:

### Agreement

1. Assignment and Assumption. PLANE STORAGE hereby grants, conveys, assigns and transfers to INTERMOUNTAIN all its rights, title, and interest in, to, and under the Lease, including without limitation, any Security Deposit delivered thereunder, exclusive of any Improvements and FF&E that shall be removed by PLANE STORAGE as set forth herein. INTERMOUNTAIN hereby accepts the foregoing assignment of the Lease and agrees to assume and perform all obligations, liabilities, and responsibilities of PLANE STORAGE under the Lease, which will arise or be incurred, or which are required to be performed, on or after the Effective Date. PLANE STORAGE will remain responsible for all obligations, liabilities, and responsibilities under the Lease which accrued prior to the Effective Date.

2. Release. GJRAA releases PLANE STORAGE from any and all obligations under the Lease that accrue on or after the Effective Date, except for any hold harmless and/or indemnification obligations that PLANE STORAGE may have under the Lease, but which may arise after the Effective Date. However, this release is contingent upon INTERMOUNTAIN’s

agreement to assume and perform all obligations, liabilities, and responsibilities of PLANE STORAGE under the Lease. Additionally, this release shall not be construed as a consent or waiver of any rights that GJRAA has to object to any subsequent sublease or assignment of the Lease.

3. Indemnification – PLANE STORAGE. PLANE STORAGE hereby agrees to indemnify, defend, and hold INTERMOUNTAIN and GJRAA harmless from and against any and all liabilities, claims, demands, obligations, assessments, losses, costs, damages, and expenses of any nature whatsoever, including, but not limited to, costs and attorney's fees, which INTERMOUNTAIN or GJRAA may incur, sustain, or suffer, or which may be asserted or charged against INTERMOUNTAIN or GJRAA, as a result of PLANE STORAGE's actions or omissions and/or its performance or non-performance of its obligations, duties, responsibilities, covenants, and liabilities under (i) the Lease being assigned prior to the Effective Date, and (ii) this Agreement.

4. Indemnification – INTERMOUNTAIN. INTERMOUNTAIN hereby warrants, covenants, and agrees to diligently perform and discharge each and all of PLANE STORAGE's obligations, duties, responsibilities, and covenants under the Lease and to indemnify and hold PLANE STORAGE and GJRAA harmless from and against any and all liabilities, claims, demands, obligations, assessments, losses, costs, damages, and expenses of any nature whatsoever, including, but not limited to, costs and attorney's fees, which PLANE STORAGE or GJRAA may incur, sustain, or suffer, or which may be asserted or charged against PLANE STORAGE or GJRAA, as a result of INTERMOUNTAIN's actions or omissions and/or its performance or non-performance of its obligations, duties, responsibilities, covenants, and liabilities under the Lease on or after the Effective Date. Notwithstanding the generality of the foregoing, INTERMOUNTAIN hereby warrants, covenants, and agrees, for illustration and without limitation, to conduct only those permitted uses on the leased premises in accordance with Section 1.12; assume the Lease for the remaining Primary Term and any option and Additional Option terms as set forth in Article 3; pay all rents and fees in accordance with Article 4; maintain insurance and submit required certificates in accordance with Article 8; and surrender possession upon expiration or early termination in accordance with Article 15.

5. Representations and Warranties – PLANE STORAGE. PLANE STORAGE warrants and agrees (i) that, as of the execution date of this Agreement, there is no default by PLANE STORAGE or GJRAA under the Lease and no event has occurred that, with the passage of time or the giving of notice, or both, would constitute a default by either PLANE STORAGE or GJRAA under the Lease; (ii) that no rent has been prepaid more than thirty (30) days in advance; and (iii) that, as of the execution date of this Agreement, PLANE STORAGE's interest in the Lease and the Premises is free and clear of any liens, encumbrances, or adverse interest of third parties, and that all rental agreements related to the use of the Improvements on the Premises have been terminated.

6. Representations and Warranties – INTERMOUNTAIN. INTERMOUNTAIN certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any governmental department or agency. INTERMOUNTAIN warrants and agrees to comply with

the Grand Junction Regional Airport General Aviation Minimum Standards, as may be applicable to commercial aeronautical activities conducted on the leased premises.

7. Removal of Improvements and FF&E. From and after the Effective Date INTERMOUNTAIN hereby grants PLANE STORAGE, its principals, officers, contractors, employees, and agents, a license to enter upon the Premises and remove all Improvements and FF&E. PLANE STORAGE hereby agrees to remove all Improvements and FF&E prior to December 31, 2025, and to repair and restore the Premises to a state of good condition and repair, normal wear and tear excepted, free and clear of any trash and debris. In the event that PLANE STORAGE fails to remove all Improvements and FF&E as required herein by December 31, 2025, time being of the essence, all Improvements and FF&E shall be deemed abandoned and INTERMOUNTAIN may remove or dispose of the same and charge the cost thereof to PLANE STORAGE, plus a fifteen percent (15.00%) administrative surcharge for the administrative cost and expense of removing the same. In the event PLANE STORAGE fails to pay any sum within thirty (30) days of receipt of any invoice, all such sums shall accrue interest at the rate of eighteen percent (18.00%) per annum or the highest rate permitted by Colorado law, whichever is less, until paid in full. GJRAA hereby disclaims any interest in the Improvements and FF&E. PLANE STORAGE acknowledges and agrees that PLANE STORAGE assumes any and all responsibility for protecting the Improvements and FF&E stored on the Premises on and after the Effective Date and prior to their removal, and that INTERMOUNTAIN and GJRAA shall have no responsibility or liability for the Improvements or FF&E stored on the Premises (including, without limitation, with respect to theft or vandalism or casualty), notwithstanding anything herein to the contrary.

8. Notices. From and after the Effective Date, notices to INTERMOUNTAIN given in accordance with the Lease shall be addressed to:

c/o Intermountain Healthcare  
Attn: Legal Department  
36 South State Street, 22nd Floor  
Salt Lake City, Utah 84111

9. Representations and Warranties – GJRAA. GJRAA represents and warrants that it is duly authorized to enter into this Agreement and to provide its consent to this Agreement, and that this Agreement is fully enforceable against GJRAA in accordance with its terms.

10. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original and all of which together shall be deemed to be one and the same instrument.

11. Recitals. The recitals set forth above are true, accurate, and incorporated herein by this reference.

12. Binding Effect. This Agreement shall bind and inure to the benefit of the Parties executing this Assignment and Consent to Assignment and their respective heirs, successors, and permitted assigns.

(Signature Page Follows)

IN WITNESS THEREOF, the Parties hereto have executed this Agreement on the date set forth below their signatures.

**PLANE STORAGE, LLC**

**INTEGRITY HEALTH**, a Colorado non-profit corporation

By: \_\_\_\_\_

By: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

### **Approval of Assignment of Aeronautical Use Ground Lease**

Effective upon proper execution by PLANE STORAGE and INTERMOUNTAIN, GJRAA hereby consents to the assignment of the Lease to INTERMOUNTAIN and agrees to be bound by its terms. Nothing in this consent shall be construed to expand or extend any term or condition of the Lease, or waive any performance of any term or condition of the Lease, either before, on, or after **March 11, 2025**.

Grand Junction Regional Airport Authority

By: \_\_\_\_\_

Its: \_\_\_\_\_

Date: \_\_\_\_\_



# Grand Junction Regional Airport Authority

## Agenda Item Summary

|                 |  |                                   |  |
|-----------------|--|-----------------------------------|--|
| TOPIC:          | Airport Facilities Lease and Rental Car Concession Agreements  |                                   |  |
| PURPOSE:        | Information <input type="checkbox"/>   | Guidance <input type="checkbox"/> | Decision <input checked="" type="checkbox"/> |
| RECOMMENDATION: | Approve the Airport Facilities Lease and Rental Car Concession Agreements and Authorize the Executive Director to sign the Agreements based on the results of the Invitation for Bid.  |                                   |  |
| SUMMARY:        | <p>The current rental car lease and concession agreements were executed in 2015 for a five-year term, but were extended in 2020 for an additional two-years and have been in holdover since April 30, 2022. The holdover of the contracts has not adversely impacted the Airport, as the agreements provide for rate adjustments to the lease rate and the Minimum Annual Guarantee (“MAG”) revenue share to the Airport, however, the Airport had received an expressed interest from other rental car companies not currently operating at GJT and running a procurement provides an opportunity to reset contract terms.</p> <p>Rental Car Concessionaires pay a revenue share in addition to rent revenue for the ticket counter and office space within the terminal and ground lease rent for the quick turnaround service areas on airport property. The Revenue share is the Greater of 10% of the concessionaire’s revenue or their MAG that was submitted in the Bid and the overall revenue calculation did not change from the previous contract and is consistent with other airports.</p> <p>We received 3 responses from our incumbent concessionaires (Enterprise, National, Alamo; Avis, Budget; and Hertz, Dollar ) and the agreements were included and negotiated as part of the IFB process. The initial term of the new contract will be April 1, 2025 – March 31, 2030 with two one-year extension options. Since we only received 3 responses and have 4 counters. Airport staff plan to lease the 4<sup>th</sup> ticket counter to the highest responsive bidder (Enterprise), however, this agreement will be a one-year term and will be brought later for approval.</p> <p>The first 3 years of MAG for percent rent are \$1,015,791, \$1,027,299, and \$1,038,245 based on the IFB responses. In years 4 and 5, the MAG will equal 85% of the previous year’s actual revenue or the prior year MAG, whichever is greater. This is in addition to ground and terminal rent which is subject to annual adjustments.</p> |                                   |  |
| REVIEWED BY:    | Executive Director and Legal Counsel   |                                   |  |
| FISCAL IMPACT:  | Total 2024 rental car revenue was approximately \$1.7M   |                                   |  |
| ATTACHMENTS:    | Concession Agreement   |                                   |  |
| STAFF CONTACT:  | Sarah Menge, 970-248-8584<br><a href="mailto:smenge@gjairport.com">smenge@gjairport.com</a>  |                                   |  |

**AIRPORT FACILITIES LEASE  
AND  
RENTAL CAR CONCESSION AGREEMENT**

**Between**

**Grand Junction Regional Airport Authority**

**and**

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**Grand Junction Regional Airport  
Grand Junction, Colorado**

**April 1, 2025**



**AIRPORT FACILITIES LEASE  
AND  
RENTAL CAR CONCESSION AGREEMENT**

**Grand Junction Regional Airport**

THIS AIRPORT FACILITIES LEASE AND RENTAL CAR CONCESSION AGREEMENT (the “Agreement”) is made effective as of April 1, 2025, by and between the Grand Junction Regional Airport Authority, (the “Authority”) and \_\_\_\_\_, a \_\_\_\_\_ corporation (the “Concessionaire”).

In consideration of the terms set forth in the bid proposal submitted by Concessionaire to be an on-Airport rental car concessionaire at the Grand Junction Regional Airport pursuant to a October 10, 2024 Invitation for Bids, the Authority's acceptance of said bid proposal, and the mutual promises set forth below, the parties hereby agree as follows:

**1. OPERATING PRIVILEGES**

1.1 By its execution of this Agreement, the Authority hereby grants to Concessionaire the right and privilege to operate a non-exclusive rental car concession from the Grand Junction Regional Airport (“Airport”), to lease motor vehicles from the rental car office and ticket counter area located in the Airport Terminal Building (the “Terminal”) assigned to the Concessionaire; to park and store motor vehicles owned or leased by it in the parking lot spaces assigned to Concessionaire; and to service and clean motor vehicles owned or leased by it, as well as other vehicles owned or leased by it, from the service area assigned to Concessionaire, all as more fully described in Section 3.1, below.

1.2 As used in this Agreement, the term “motor vehicles” means any vehicle required by Colorado law to be registered and licensed by the State's Department of Motor Vehicles. Concessionaire shall not lease any vehicles other than motor vehicles from the Airport. Concessionaire shall not park or store any vehicles in the parking lot spaces assigned to it pursuant to Section 3.1, below, other than motor vehicles that it owns or leases.

1.3 Concessionaire shall not use, nor permit others to use, its Leased Premises, as defined below, or any improvements thereon (a) for the sale of new or used motor vehicles or other vehicles to the public; (b) to lease, park, store, service, fuel, or clean motor vehicles, or other vehicles, not owned or leased by Concessionaire; or (c) for any commercial or non-commercial purpose other than the authorized purposes set forth in Sections 1.1 and 1.2, above, unless the Authority authorizes said additional use of the Leased Premises in writing.

1.4 In its operations from the Airport, Concessionaire may utilize the following brand name or name(s): “\_\_\_\_\_.” The brand name(s) under which Concessionaire conducts its operations on and from the Airport may not be changed without the prior written approval of the Authority, provided, however, that if such brand(s) are extinguished by merger or nationwide change in brand identity, no such Authority approval shall be required.

1.5 Concessionaire shall have the right to the use of reasonably adequate vehicular parking facilities for its employees at the Airport in common with other Terminal employees. Such facilities shall be located in an area designated by the Airport Administration as near as practicable to the Terminal. The Authority reserves the right to assess a reasonable charge for such employee parking facilities. Such charge for Concessionaire employee parking shall not exceed that which is charged to other commercial tenants in the Terminal.

1.6 No amusement or vending machines or other machines operated by coins or tokens shall be installed or maintained in or upon the Leased Premises, or any improvements or additions thereon, except with the permission of the Authority; and the number, type, kind and locations thereof shall be solely in the discretion of the Authority. Concessionaire shall not permit the installation of any such machines, except by an entity authorized by the Authority or unless the Authority agrees to Concessionaire or its subtenants installing their own machines for use by the employees and guests of Concessionaire and its subtenants.

1.7 Upon the written approval of the Authority, Concessionaire may establish, on either an exclusive or non-exclusive basis, arrangements with other Airport tenants, other than Airport tenants located in the Terminal, whereby Concessionaire may lease motor vehicles from the Leased Premises of said tenant on the Airport; provided, however, that all gross revenues from said rental transactions shall be included in Gross Revenues as defined by Section 6.1.2, below; and provided further that the Concessionaire must continue to maintain and operate its office and ticket counter area in the Terminal.

## 2. **BID DOCUMENTS**

The Bid Documents pursuant to which this Agreement is being executed consist of the Proposal submitted by Concessionaire, the Invitation to Bid, Instructions to Bidders, and any addenda issued prior to the opening of bids. Copies of the Bid Documents are attached collectively as **Exhibit A** and incorporated herein by this reference. Concessionaire shall operate its rental car concession in accordance with, and subject to, all of the terms and conditions of this Agreement and the Bid Documents. In the event of a conflict between the Bid Documents and this Agreement, this Agreement shall control.

## 3. **LEASED PREMISES**

### 3.1 Premises

3.1.1 The Authority hereby grants Concessionaire the right to utilize the (i) office, (ii) ticket counter area, (iii) service area, and (iv) thirty-nine (39) parking spaces in the rental car parking lot, all of which are identified in **Exhibit B**, attached hereto and incorporated herein.

3.1.2 The office, ticket counter area, rental car parking lot spaces, and service area leased by a Concessionaire hereunder are collectively referred to as Concessionaire's "Leased Premises."

### 3.2 Access Rights

- 3.2.1 Access by Concessionaire. Concessionaire shall have the right of ingress to, egress from and access to the Leased Premises to perform the uses permitted in Section 1, for its and its employees, agents and invitees, and their machinery, equipment and vehicles and other property over aprons, drives, foot walks, ramps and roadways now or hereafter in existence, provided that Concessionaire's ingress to, egress from and access to the Leased Premises do not materially interfere with the safe, secure and efficient operations of the Airport and the Terminal.
- 3.2.2 The Authority and its authorized officers, employees, agents, contractors, and other representatives shall have the right (at such times as may be reasonable under the circumstances and with as little interruption of Concessionaire's operations as is reasonably practicable) to enter upon and in the Leased Premises for the following purposes:
  - 3.2.2.1 To inspect the Leased Premises to determine whether Concessionaire has complied and is complying with the terms and conditions of this Agreement.
  - 3.2.2.2 To perform maintenance and make repairs in any case where Concessionaire is obligated, but has failed to do so, after the Authority has given Concessionaire notice to do so, in which event Concessionaire shall reimburse the Authority for the cost thereof plus a charge of 10% for overhead promptly upon demand.
  - 3.2.2.3 To gain access to the mechanical, electrical, utility and structural systems of the Airport and the Terminal for the purpose of inspecting, maintaining and repairing such systems.
  - 3.2.2.4 To consider Concessionaire's compliance with any Safety Management System or Environmental Management System as may be adopted by the Authority for the Airport to include the Leased Premises.
- 3.3 Condition of the Leased Premises. Concessionaire has made such investigations and inspections of the Leased Premises as it deems necessary and accepts the Leased Premises in "as-is" condition except as otherwise specified herein. The Authority is not required to alter or improve the Leased Premises, except to the extent of latent defects later discovered or as otherwise specified. Notwithstanding the foregoing, the Authority warrants and represents that Concessionaire's intended and permitted use does not contravene any applicable zoning code and that there are no facts known to the Authority which materially affect the intended use of the Leased Premises or which have not been disclosed to Concessionaire. The Authority shall maintain and keep in operation and repair the landing area of the Airport and all publicly owned facilities of the Airport, it being understood that the continued operation of the Airport is a material inducement to Concessionaire entering into this Agreement.

#### **4. RESERVATIONS OF THE AUTHORITY**

- 4.1 The Authority reserves the right to maintain and keep in repair the landing area of the Airport and all Authority-owned facilities of the Airport, together with the right

to direct and control operations on or about the Airport.

- 4.2 The Authority reserves the right to further develop or improve the landing area and all Authority-owned air navigation facilities of the Airport as it sees fit, regardless of the desires or views of Concessionaire, and without interference or hindrance of or by Concessionaire.
- 4.3 The Authority reserves the right to take any action considered necessary to protect the aerial approaches of the Airport against obstruction or hazard, together with the right to prevent Concessionaire from erecting, or permitting to be erected, any building or other structure on the Airport which in the opinion of the Authority or the Federal Aviation Administration would limit the usefulness of the Airport or constitute a hazard to air navigation.
- 4.4 During time of war or national emergency, the Authority shall have the right to enter into an agreement with the United States government for military use of all or part of the landing area, the Authority-owned air navigation facilities and/or other areas or facilities of the Airport. If any such agreement is executed, the provisions of this Agreement, insofar as they are inconsistent with the provisions of the agreement with the federal government, shall be suspended during the duration of such war or national emergency and for a reasonable time thereafter.
- 4.5 It is understood and agreed that the rights granted by this Agreement will not be construed, interpreted, or exercised in such a way as to interfere with or adversely affect the use, operation, maintenance or further development, expansion or extension of the Airport.
- 4.6 There is hereby reserved to the Authority, its successors and assigns, for the use and benefit of the public, a free and unrestricted right of flight for the passage of aircraft in the airspace above the surface of the Leased Premises herein conveyed, together with the right to cause in said airspace such noise, vibration, smoke, fumes, glare, dust, fuel, particles and all other impacts as may be inherent in the operation of aircraft, now known or hereinafter developed and used for navigation of or flight in the air, using said airspace for landing at, taking off from, or operating on or about the Airport.
- 4.7 This Agreement shall be subordinate to provisions of any existing or future agreement between the Authority and the United States of America or any agency thereof relative to the improvement, expansion, extension, operation, development or maintenance of the Airport. Should the Authority receive a determination or order from the Federal Aviation Administration or a court of competent jurisdiction concluding that any provision of this Agreement is inconsistent with any such agreement between the Authority and the United States, the Parties shall amend this Agreement as necessary to resolve the inconsistency. If the Parties are unable to agree on the required amendments, the Authority shall have the right to unilaterally amend this Agreement to resolve the inconsistency.
- 4.8 The Authority reserves the right to remove and replace any or all portions of the Leased Premises to substitute areas comparable in size and utility for the permitted uses hereunder. The Authority shall provide Concessionaire no less than sixty (60)

days prior written notice of the relocation, except if earlier relocation is required to comply with the regulations or directives of the Transportation Security Administration or Federal Aviation Administration. The Parties thereafter shall modify **Exhibit B** as necessary to reflect the substituted area. The Authority shall be responsible for Concessionaire's unamortized costs to improve the area withdrawn from the Leased Premises, to be calculated as a credit to the Concession Fee owed by Concessionaire in accordance with Section 6.1, below. The Authority shall not otherwise be liable or responsible for any inconvenience or loss by Concessionaire of revenue resulting from the relocation provided that the Authority takes all commercially reasonable efforts to prevent or minimize such inconvenience or loss. Concessionaire shall have the right to reject the substituted area and terminate this Agreement, provided that the Authority shall have no liability or responsibility to compensate Concessionaire in such event.

## 5. **TERM**

5.1 **Initial Term.** The initial term of this Agreement shall be for a period of five (5) years, commencing at midnight on April 1, 2025 (the "Commencement Date"), and terminating at 11:59 p.m., March 31, 2030, subject to earlier termination pursuant to the terms and conditions of this Agreement ("Initial Term").

5.2 **Renewal Option.** Concessionaire shall have the option for two (2) separate one-year extensions ("Renewal Term") to the Initial Term, provided that (i) Concessionaire requests such extension in writing at least ninety (90) days prior to the expiration of the Initial Term or first Renewal Term; and (ii) at the time of such request, Concessionaire is in full compliance with the terms and conditions of this Agreement, as it may be amended. Together, the Initial Term and Renewal Term(s) shall be referred to as the "Term". Upon granting an extension, the Authority reserves the right to relocate any portion of the Leased Premises based upon the Authority's needs at the time of such extension.

5.3 **Holdover**

5.3.1 The Authority may permit Concessionaire to hold over beyond the expiration of this Agreement in order for the Authority to conclude a solicitation process or to prepare for a follow-on concession tenancy either with Concessionaire or another business or businesses selected by the Authority. The Authority will notify Concessionaire in writing of the Authority's offer of a holdover tenancy. Within thirty (30) days of receipt of the Authority's notice, Concessionaire shall notify the Authority in writing as to Concessionaire's acceptance of said holdover tenancy. If Concessionaire fails to so notify the Authority in writing within said thirty-day period, Concessionaire shall be deemed to have rejected the Authority's offer of holdover tenancy.

5.3.2 If the Authority permits Concessionaire to holdover, such a holding over shall not be deemed a renewal or extension of this Agreement but shall create a month-to-month tenancy on the same terms and conditions of this Agreement in effect immediately prior to the commencement of the holding over. The Authority may terminate the holdover upon thirty (30)



days' written notice to Concessionaire. Other than as specified in this Section, Concessionaire may not otherwise remain on the Leased Premises for any reason beyond expiration of the Term.

5.4 Surrender of Possession and Restoration of Premises. Concessionaire shall, on the expiration date of the Term, or upon the earlier termination hereof, peaceably surrender possession of the Leased Premises. No more than thirty (30) days after the expiration of the Term, Concessionaire shall remove any and all of Concessionaire's tangible movable personal property, except those specifically identified by the Authority to be retained, and will return the Leased Premises in "broom clean" condition, capable to be relet by the Authority without significant repair, excepting only reasonable wear and tear. All such costs of removal and restoration shall be borne by Concessionaire, without contribution by the Authority.

**6. RENTS AND FEES**

6.1 Concession Fee

6.1.1 Concessionaire shall pay to the Authority annually, as rent for the privilege of operating its rental car concession from the Airport, the Concession Fee, which shall be the greater of:

6.1.1.1 Ten percent (10%) of Concessionaire's Gross Revenues ("Percentage Rent") for each such period of the concession term, or

6.1.1.2 The respective yearly amount shown below as the Minimum Annual Guarantee ("MAG"):

|                                  |          |
|----------------------------------|----------|
| April 1, 2025, to March 31, 2026 | \$ _____ |
| April 1, 2026, to March 31, 2027 | \$ _____ |
| April 1, 2027, to March 31, 2028 | \$ _____ |

6.1.2 "Gross Revenues" as used in this Agreement shall mean all amounts received by Concessionaire, or which Concessionaire is entitled to receive, (1) for the rental of motor vehicles, from the Airport, or from within a two (2) mile radius from the center of the Terminal, and (2) for all other services and activities performed by Concessionaire in, at, upon, and from the Airport, in connection with its rental car concession and service area operating privileges on the Airport. Gross Revenues to the Concessionaire shall be deemed received at the time the sales, lease or service transaction occurs giving rise to Concessionaire's right to collect said monies, regardless of whether said transaction was conducted in person, by telephone or by mail, whether the transaction was for cash or credit, and if for credit, regardless of whether the Concessionaire ultimately collects the monies owed for said transaction from the customer involved. Any Gross Revenues included in the formula for determining Percentage Rent owed the Authority and determined by Concessionaire at a later date to be uncollectible shall not offset future percentage rentals owed the Authority. If the initial rental car contract entered into between Concessionaire and a rental car customer is subsequently amended, because the customer's actual

usage of the rental car vehicle differs from the usage contemplated by the original contract, and the charges to be paid by the customer are therefore different from the charges contemplated by the original contract, the percentage of gross revenues to which the Authority is entitled as rental hereunder shall be based upon the gross revenues to which the Concessionaire is entitled to receive, under the rental car contract with its customer, as amended. Gross Revenues shall not include (1) federal, state, or municipal sales taxes separately stated and collected from customers, (2) amounts Concessionaire receives, or is entitled to receive, for prepaid fuel or for refueling motor vehicles owned or leased by it, (3) amounts Concessionaire receives, or is entitled to receive, for charges for insurance coverage, including but not limited to personal accident insurance premiums, supplementary liability protection, liability damage waiver charges, and collision damage waiver charges, (4) amounts Concessionaire receives, or is entitled to receive, for the sale, disposition, loss, conversion, or abandonment of Concessionaire's used motor vehicles and other equipment, personal property, and trade fixtures, (5) amounts which Concessionaire receives, or is entitled to receive, for the repair of damages to its motor vehicles, (6) amounts which Concessionaire receives, or is entitled to receive, as a result of the lease of motor vehicles to one customer for a continuous period of thirty-one (31) days or more from locations outside the boundaries of the Airport, or from the sale of new or used motor vehicles from said off-Airport locations, even if said off-Airport location is located within a two mile radius of the center of the Terminal, and (7) Customer Facility Charge revenue.

6.1.3 On or before the 20th day of each full month during the term of this Agreement, Concessionaire shall pay Percentage Rent to the Authority. Said payment shall be made to the Airport Administration Offices, c/o Accounts Receivable. At the same time that Concessionaire makes this payment, Concessionaire shall provide the Airport Administration Office with an itemized statement showing the amount of Gross Revenues, as defined herein, Concessionaire enjoyed during the preceding calendar month, broken down by Gross Revenues derived from: (a) the rental of motor vehicles; and (b) other business transactions that occurred from the Airport, if any, including Concessionaire's service area on the Airport, during said month.

6.1.4 Within forty-five (45) days following the close of each contract year (April 1 through March 31), Concessionaire shall pay to the Authority the difference between its Minimum Annual Guarantee for the year then ending, and the Percentage Rent, if the Percentage Rent is less than the Minimum Annual Guarantee for said annual period. If, during any period over the Term, Percentage Rent is consistently lower than the MAG, the Authority reserves the right to request that Concessionaire make the true-up payments on a quarterly (rather than annual) basis.

6.2 Adjustment of Minimum Annual Guarantee. For the fourth and fifth contract year of the Initial Term and each contract year of any Renewal Term, the Minimum

Annual Guarantee shall be adjusted to an amount that is the greater of (i) eighty-five percent (85%) of the Percentage Rent for the preceding contract year, or (ii) the Minimum Annual Guarantee for the preceding contract year.

- 6.3 Abatement of Minimum Annual Guarantee. Should the number of revenue passengers deplaning at the Airport during a period of two consecutive calendar months be less than seventy five percent (75%) of the average number of revenue passengers deplaning at the Airport in the same two calendar months during the prior calendar year, then until such time as the number of revenue passengers deplaning at the Airport during a period of two consecutive calendar months shall equal or exceed seventy-five percent (75%) of the average number of such passengers deplaning at the airport in the same two calendar months during the prior calendar year, Concessionaire's obligation to pay Authority its MAG, as set forth in Concessionaire's bid proposal and Section 6.1, above, shall be void, and Concessionaire shall pay the Airport only Percentage Rent as set forth herein. The Concessionaire's requirement to pay its MAG shall be suspended for the period of time the condition continues to exist. As used herein, "revenue passengers deplaning" at the Airport shall equal revenue passenger deplanement figures on U.S. and foreign carriers, including charters, as reported to the Authority by the carriers, and recorded by the Authority on landing fee reports.
- 6.3.1 During the time said condition exists, Concessionaire shall continue to be obligated to pay to the Authority Percentage Rent and the service area rentals that accrue during said period, but Concessionaire shall not be obligated to pay its MAG during said period, if said MAG would be greater than Percentage Rent for the period involved.
- 6.4 Books and Records. Concessionaire must maintain full and accurate books of account and records from which Gross Revenues, as defined herein, and the amount of Percentage Rent owed the Authority hereunder, can be determined, according to standard and accepted accounting practices. The books of account and records that Concessionaire must maintain must include, but need not be limited to, motor vehicle rental contracts, sales slips, cash register tapes, credit card invoices, monthly sales tax returns, sales and disbursement journals, general ledgers, bank statements, bank books, bank deposit slips, annual federal income tax returns of the local Concessionaire (if any), and all Airport-related revenue reports submitted by Concessionaire to its franchiser. In lieu of maintaining the books of account and records required herein, Concessionaire may maintain computer records, provided that the Authority determines, in its reasonable discretion, in advance, that said computer records are a reasonably equivalent alternative to the maintenance of the books and records otherwise required herein. All such books and records shall be maintained on a current basis.
- 6.5 Audits. The Authority reserves the right to conduct audits of Concessionaire's books of account and records, which audits may be conducted only upon reasonable notice to Concessionaire and during Concessionaire's normal weekday business hours. For purposes of this Agreement, the various audit periods shall be deemed to be the various concession periods set forth on Concessionaire's Proposal. In performing said audits, Authority shall be entitled to review, and

Concessionaire shall be obligated to provide to the Authority, all of the books of account and records that Concessionaire is obligated to maintain pursuant to subsection 6.4, above, as well as such other documents and files in Concessionaire's possession, custody or control at the time Authority advises Concessionaire of its desire to audit Concessionaire's records, that the Authority, or its auditor, believe, in their sole discretion, relevant or necessary to determine the correct amount of Gross Revenues received by Concessionaire, and the correct amount of Percentage Rent owed by Concessionaire to the Authority, for the concession period involved. Should Concessionaire fail to maintain the books of account and records required to be maintained pursuant to subsection 6.4, above, or should Concessionaire fail to permit the Authority or its auditor to review Concessionaire's books and records, and other documents and files, as required by this Section, said default shall be deemed a material breach of this Agreement. If any audit shows Percentage Rent and other charges that should have been paid to the Authority by the Concessionaire pursuant to this Agreement were understated or underpaid for the concession period involved, Concessionaire shall, within thirty (30) days' notice of any such deficiency, pay to the Authority the full amount underpaid, plus one and one-half percent (1.5%) interest per month on said underpayment from the time said underpayment should have been paid to the time said underpayment is fully paid. In addition, if the amount of underpayment exceeds two percent of the total percentage rental that was owed by Concessionaire to the Authority for the concession period involved, Concessionaire, in addition to paying the Authority the underpayment owed, shall reimburse the Authority for the cost of the audit. If the audit discloses overpayment of the percentage rentals paid to the Authority by Concessionaire, the Authority shall refund the amount of overpayment to Concessionaire within thirty (30) days of said audit. The Authority shall hold all information obtained from any such audit in confidence, except as may be necessary to enforce the Authority's rights under this Agreement, except with respect to tax proceedings, and except with respect to any legal requirements or Court Order to disclose said information.

6.6 Collection of CFCs. Concessionaire shall (i) collect Customer Facility Charges ("CFCs") on behalf of the Authority, (ii) hold the CFCs in trust for the Authority's benefit, and (iii) remit to the Authority the full amount of the CFC collected from each rental car customer for use by the Authority for authorized purposes. The amount of the CFC shall be as prescribed by the Authority in its published Rates and Charges, including any adjustments made by the Authority during the Term. For purposes of this Agreement, authorized use of CFCs shall include any and all costs for the operation, renovation and expansion of Airport facilities for use by, or providing benefit to, Concessionaire and Concessionaire's customers and employees, as determined by the Authority in consultation with Concessionaire and other on-Airport rental car concessionaires. Concessionaire may identify the CFC as a separate charge on its estimates, invoices and receipts for rental car customers and further may exclude CFC revenue from its calculation of Gross Revenues for purposes of calculating Percentage Rent hereunder.

6.7 Office/Counter and Service Area Rents

6.7.1 Rental Amounts. Concessionaire shall pay to the Authority, in advance,

on the first day of each month, rent in the amount set forth in the annually approved Airport Fees and Charges, per square foot per year for:

6.7.1.1 Services Area Rent (Improved and Unimproved); and

6.7.1.2 Office and Ticket Counter Area Rent.

6.7.2 Adjustments. Effective April 1 of each calendar year that this Agreement is in effect, the rental rates for any portion of the Leased Premises not subject to adjustment through the Authority's Airport Fees and Charges shall be adjusted by the increase or decrease in the Consumer Price Index, using the US City Average for all urban consumers ("CPI-U"), all items index, set forth in the October to October report published by the US Department of Labor, Bureau of Labor Statistics, for the twelve-month period ending in the calendar year immediately preceding the calendar year in which the annual cost-of-living adjustment is to be made. If the CPI-U index is no longer published by the US Department of Labor, the parties shall use the US Department of Labor index or report most closely approximating the CPI-U.

6.7.3 Availability of Service Area. If Concessionaire has elected to lease a service area from the Authority but no service area is available for leasing to Concessionaire at the Commencement Date, Concessionaire shall be obligated to commence paying service area rentals (and associated improvement rentals) effective on the date a service area is assigned to Concessionaire in writing. If the assignment of said service area to Concessionaire does not occur on the 1st day of the month involved, the service area rental owed for said first month shall be pro-rated accordingly.

6.8 Late Payments. Any payment required under this Agreement which is not received when due shall accrue interest at the rate of one and one-half percent (1.5%) per month from the due date until receipt of payment. Any partial payments received on said indebtedness shall be applied first to accrued interest, and then to principal.

6.9 Acceptable Security. On or before April 1, 2025, Concessionaire must post with the Authority, and Concessionaire must thereafter continuously maintain for the entire Term, Acceptable Security in an amount equal to fifty percent (50%) of its MAG for the first contract year, as specified herein, to cover Concessionaire's performance of all of its obligations under this Agreement during the Term. As used in this Section, the term "Acceptable Security" shall mean a performance bond, irrevocable letter of credit, or certificate of deposit, which is in a form and with a financial institution (if applicable) or surety (if applicable) acceptable to the Authority. Concessionaire shall be responsible for paying all required fees, premiums or other costs associated with obtaining and maintaining the Acceptable Security. In the event Concessionaire defaults in any of its rental or other monetary obligations to the Authority hereunder, pursuant to Section 15.1, below, the Authority shall be entitled to collect any and all damages or costs it incurs from the Acceptable Security provided.

7. **OPERATING AND PERFORMANCE STANDARDS**

- 7.1 **Quality of Services.** Concessionaire shall furnish goods and services to Airport passengers and customers in a first-class manner, consistent with the highest quality delivery of goods and services in like settings. Concessionaire shall offer prompt and efficient services that are adequate to meet all reasonable demands thereof at the Airport on a fair, equal and nondiscriminatory basis to all categories of users and in a manner that will reflect credit upon Concessionaire and Authority. Concessionaire shall offer quality vehicles and shall equip, organize, put into service and manage the Leased Premises so as to provide service within an attractive and pleasant atmosphere.
- 7.2 **Pricing Notices.** Concessionaire shall provide the Authority with a statement of prices for goods and services provided on the Airport within fifteen (15) days of a written request for the same by the Authority.
- 7.3 **Fleet Specifications.** Concessionaire shall:
- 7.3.1 Only lease for pickup at the Airport, motor vehicles which are current year models, or models within the preceding two years, available from the manufacturer involved;
  - 7.3.2 Keep its motor vehicles serving the Airport in good operating order and repair;
  - 7.3.3 Not rent any motor vehicle which is not in good operating order and repair, or which may be hazardous to the person renting the same or to the general public; and
  - 7.3.4 Provide a sufficient number and type of motor vehicles as necessary to properly serve the needs and demands of airport customers.
- 7.4 Nothing herein shall be interpreted as obligating the Authority to inspect Concessionaire's motor vehicles serving the Airport to ensure that said motor vehicles are in good condition and repair, and the Authority shall not be liable to any third person who suffers personal injury or property damage as a result of a motor vehicle leased by Concessionaire from the Airport that was not in good operating condition or repair.
- 7.5 **Hours of Operation.** Concessionaire shall keep open and staffed its Terminal ticket counter area seven (7) days a week, commencing at the earlier of (i) 8:00 a.m., or (ii) the scheduled arrival time of the earliest arriving airline flight, and closing no earlier than one-half (1/2) hour after the last scheduled airline flight actually arrives at the Airport at the end of said day; provided, however, if the last scheduled airline flight's arrival at the Airport is delayed, Concessionaire may close its Terminal ticket counter area at the time said flight was scheduled to arrive, provided that Concessionaire reopens said office and ticket counter area at the time the flight actually arrives, and keeps said office and ticket counter area open at least one-half hour following the arrival of said flight.

## 7.6 Marketing and Promotion

- 7.6.1 Concessionaire covenants that it shall take all reasonable measures in every proper manner to maintain, develop and increase the business conducted by it hereunder. Concessionaire shall not divert or cause or allow any business to be diverted from the Airport by referral or any other method.
- 7.6.2 Concessionaire commits to spend no less than one (1) percent of Gross Revenues on an annual basis to publicize and promote concession services, including for example and without limitation seasonal, themed, special event and general promotions.

## 7.7 Management

- 7.7.1 Concessionaire shall at all times retain one or more qualified, competent and experienced local managers who shall manage and supervise the operations at the Leased Premises and represent and act for Concessionaire. The manager shall ordinarily be available during regular business hours. A responsible subordinate shall be in charge and available at all times during the manager's absence.
- 7.7.2 Concessionaire's local manager shall be responsible to monitor and supervise the Leased Premises each day to ensure that the Leased Premises are operated and maintained in a safe and secure manner and kept clean and clear of any safety hazards or unsightly debris.
- 7.7.3 Concessionaire's local manager shall schedule monthly meetings with the appropriate representative of the Airport to discuss sales and revenue performance, operational programs, and any other relevant issues which may affect Concessionaire's operation at the Airport. Concessionaire shall also be available for meetings at other times reasonably required by the Director.
- 7.7.4 Concessionaire shall be responsible for notifying the Director of any problem which reduces service levels or sales or in any way impairs Concessionaire's operation. The Authority will undertake, in its sole discretion, reasonable efforts to assist in eliminating such problems.

## 7.8 Personnel

- 7.8.1 Concessionaire shall require its employees (except managerial and supervisory employees) to wear appropriate uniforms, and all of its employees to wear badges indicating company name and employee's first name. Concessionaire shall employ only properly trained, efficient, pleasant, neat, clean and courteous personnel, each of whom shall be proficient in the duties to be performed in the operation of the concession. Concessionaire agrees that it will be responsible for ensuring that its employees abide by all applicable laws, rules and regulations. Concessionaire shall prohibit and restrain its employees, vendors, and agents from loud, noisy, boisterous or otherwise objectionable behavior.

Upon notice from the Director concerning the conduct or appearance of any such persons, Concessionaire shall immediately take all steps necessary to remove the cause of the objection.

7.8.2 Concessionaire agrees to provide staff in reasonable numbers adequate to provide a high level of service and maximize sales but commercially reasonable when considering, among other things, the number of expected customers.

7.8.3 Concessionaire assumes responsibility to recover any Airport-issued security badge or similar credential and any keys for Airport doors or locks from personnel that no longer are employed by Concessionaire. Concessionaire shall take all reasonable efforts to recover credentials and keys from any such employee immediately upon termination or separation.

## 7.9 Operation

7.9.1 Concessionaire shall be responsible for all aspects of the management and operation of the concession. Further, Concessionaire shall provide employees and necessary components of the operation, including vehicles, equipment and supplies, except as otherwise provided in this Agreement.

7.9.2 The Authority shall not be responsible for any vehicles, equipment, or supplies maintained or stored at the Lease Premises, nor will it be responsible for damage to such vehicles, equipment, or supplies resulting from flood, fire, explosion, vandalism or other causes outside the control of the Authority.

7.9.3 Concessionaire shall operate and maintain the Leased Premises in a safe, clean, orderly, and inviting condition at all times.

7.9.4 Concessionaire shall perform neither maintenance nor servicing of vehicles in the ready or return stall area, or anywhere on Airport property without written approval of the Director, except where such maintenance or service is required in order to be able to move the vehicle off Airport.

## 7.10 Airport Concessions Disadvantaged Business Enterprises

7.10.1 This Agreement is subject to the requirements of the U.S. Department of Transportation's regulations, 49 C.F.R Part 23. Concessionaire agrees that it will not discriminate against any business owner because of the owner's race, color, national origin, or sex in connection with the award or performance of any concession agreement, management contract, or subcontract, purchase or lease agreement, or other agreement covered by 49 C.F.R Part 23. Concessionaire agrees to include the above statements in any subsequent concession agreement or contract covered by 49 C.F.R Part 23, that it enters and cause those businesses to similarly include the statements in further agreements.

7.10.2 The Authority has established a goal of 1.62% ACDBE participation for the



concession activities covered by this Agreement. Concessionaire shall make good faith efforts to ensure participation of certified ACDBEs in at least 1.62% of total goods and services purchased for car rental operations at the Airport. ACDBE participation towards this goal shall be counted in the manner set forth in 49 C.F.R. Section 23.53.

- 7.10.3 Concessionaire agrees that by January 1 of each year, during the term of the Agreement, Concessionaire will provide a report to the Authority, in the form acceptable to the Authority, (see attached ACDBE Attainment Report) describing the dollar amount of its purchases or leases of goods and services during the previous federal fiscal year (October – September) from any vendor that is certified as an ACDBE, together with documentation, in form acceptable to the Authority, of its good faith efforts during such year to obtain other ACDBE providers of goods and services. Concessionaire shall also provide such additional information to the Authority, including any ACDBE participation in direct ownership of the Concessionaire's business, as the Authority may reasonably request in order to permit the Authority to comply with the requirements of 49 C.F.R. Part 23, including the developing, establishing, meeting and monitoring of the ACDBE goal for car rentals.
- 7.10.4 Concessionaire may only terminate an ACDBE subcontractor for good cause, as defined by 49 C.F.R Section 26.53. Concessionaire may not terminate an ACDBE subcontractor without the prior written consent of the Authority. Before requesting to terminate and/or substitute an ACDBE subcontractor, Concessionaire must give notice in writing to the ACDBE subcontractor, with a copy to the Authority, of its intent to request to terminate and/or substitute, and the reason for the request. Concessionaire must give the ACDBE subcontractor five (5) days to respond to Concessionaire's notice and advise the Authority and Concessionaire of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Authority should not approve Concessionaire's action.
- 7.10.5 When an ACDBE subcontractor is terminated or fails to complete its work on the contract for any reason, Concessionaire is required to make good faith efforts to find another ACDBE subcontractor to substitute for the original ACDBE. Concessionaire will be required to obtain written approval from the Authority for the replacement of the ACDBE or the substitute ACDBE and to provide copies of all new or amended subcontracts or documentation of good faith efforts. The good faith efforts shall be directed at finding another ACDBE to perform at least the same amount of work under the contract as the ACDBE that was terminated, to the extent needed to meet the program goal under the Agreement. The good faith efforts shall be documented by Concessionaire. If the Authority requests documentation under this provision, Concessionaire shall submit the documentation within seven (7) days. Authority shall provide a written determination to Concessionaire stating whether or not good faith efforts have been demonstrated.
- 7.10.6 Failure by Concessionaire to carry out the requirements of this Section will

constitute a material breach of the Agreement and may result in the termination of the Agreement or such other remedy as the Authority deems appropriate.

**8. INSURANCE AND INDEMNIFICATION**

- 8.1 At all times during the term of this Agreement, Concessionaire agrees to maintain: bodily injury and property damage insurance in the amounts and coverages as follows: One Million Dollars (\$1,000,000) combined single limit. Concessionaire shall also maintain hazard insurance on all improvements and fixtures constructed or installed on a service area leased by it in an amount not less than the replacement value of such improvements and fixtures.
- 8.2 Concessionaire shall maintain Workers' Compensation insurance or a self-insurance plan in accordance with the laws of Colorado for all its employees.
- 8.3 The Grand Junction Regional Airport Authority and the Grand Junction Regional Airport shall be named as an additional insured under each such policy or policies of insurance required under this Agreement, except for Workers' Compensation and Employer's Liability Insurance, and said policy or policies shall include the separation of insured's condition.
- 8.4 Concessionaire shall provide a certificate of insurance to the Authority of the kinds and amounts of all insurance coverages required hereunder, and shall acquire policies that shall not be subject to cancellation without at least thirty (30) days advance written notice to the Authority. Such policies shall also provide that such policies may not be materially changed or altered by the insurer during its term without first giving at least ten (10) days written notice to the Authority.
- 8.5 Concessionaire shall indemnify and hold harmless the Authority, its Board members, officers, agents and employees, from and against any and all liabilities, obligations, claims, damages, costs and expenses, including attorney's fees, incurred by or asserted against the Authority, its Board members, officers, agents and employees, by any person or entity whatsoever, resulting from the acts, omissions, or wrongful conduct of the Concessionaire, its members, officers, employees, agents, contractors, subcontractors, rental car customers, guests, invitees, or any third party acting under its direction or control.

**9. IMPROVEMENTS**

- 9.1 Concessionaire shall have the right to make, at its own expense, improvements, alterations, or additions to its Terminal office, ticket counter and rental car service area to facilitate its authorized use of said areas, provided that Concessionaire constructs said improvements, alterations, and additions in accordance with the terms and conditions of this Agreement.
- 9.2 Prior to commencing any improvement, alteration or addition, Concessionaire must submit detailed plans to the Authority for the Authority's prior review and approval. The Authority shall approve the proposed improvements, alterations, or additions if the Authority determines, in its reasonable discretion, that (a) the

proposed improvements and alterations are consistent with the Airport's development and architectural standards, and master plan for development, in effect at the time of said proposed construction; and (b) that the improvements are to be constructed by qualified contractors and subcontractors to be approved in advance by Authority.

- 9.3 In no event shall Concessionaire be authorized to install within the rental car service area underground or above-ground tanks for the storage and dispensing of fuels for motor vehicles, it being the express intent of the parties that Concessionaire shall fuel motor vehicles at the facility operated by the Authority for this purpose or at an off-Airport location.

## **10. SURRENDER UPON TERMINATION**

Leased Premises. Upon the expiration or sooner termination of this Agreement, for any reason whatsoever, Concessionaire shall peaceably surrender to Authority possession of the Leased Premises, any improvements, alterations, or fixtures previously constructed by Concessionaire or Authority within said Leased Premises, and any of Authority's personal property therein, in the manner set forth in Section 5.4. Upon such expiration or termination of this Agreement, title to all improvements, additions, and fixtures erected or installed upon the Leased Premises by Authority or Concessionaire shall automatically vest in Authority, without payment by Authority to Concessionaire of any compensation whatsoever, and shall thereafter be owned by Authority free and clear of any claim of right, title, or interest of Concessionaire, any mortgagee, or of any third party of any kind or nature whomsoever. If any of said improvements, alterations or fixtures are encumbered by a mortgage or lien at the time of expiration or sooner termination of this Agreement, Concessionaire shall be responsible for eliminating said mortgage or lien and shall hold the Authority harmless therefrom. Concessionaire shall have the right to remove its items of personal property from the Leased Premises through the close of business on the day of expiration or sooner termination of this Agreement. Should Concessionaire fail to remove its personal property within said time, Authority shall have the right to remove said personal property and to place said personal property into storage at Concessionaire's behalf and at Concessionaire's sole cost and expense. Authority shall also be entitled to reasonable rental from Concessionaire for the use of the Leased Premises occupied by Concessionaire's personal property, until the Authority places said property into storage.

## **11. UTILITIES, MAINTENANCE, AND CUSTODIAL SERVICES**

- 11.1 Terminal Office and Ticket Counter Area. The Authority shall provide, at its expense, light, heat, air-conditioning, and electricity for Concessionaire's Terminal office and ticket counter area. The Authority shall also provide, at its expense, structural maintenance to Concessionaire's Terminal office and ticket counter area, including the repair of damages, except as provided in Section 13, below. The Authority shall provide daily routine custodial care of Concessionaire's Terminal office and ticket counter area, including, as appropriate, sweeping, mopping, dusting, vacuuming, and trash collection.
- 11.2 Service Area. Concessionaire shall, at its own expense, maintain and keep in good condition and repair all portions of its service area, including any improvements, alterations or additions thereon, and any utility lines thereon or thereunder. Concessionaire shall also be responsible for providing, at its own expense, all

utilities, including but not limited to lighting, heating, air conditioning, water, gas, electricity and sewer, required for its service area and any improvements, alterations or additions thereon, as well as all custodial and snow removal services necessary for said service area and improvements thereon.

- 11.3 Shared Use Fueling and Vacuum Site. The Authority shall be responsible for maintaining the shared use fueling and vacuum site in good condition and repair, subject to the Authority's right to reimbursement from Concessionaire for damages to the site, pursuant to Section 13, below.
- 11.4 Rental Car Parking Lot. The Authority shall be responsible for maintaining the rental car parking lot in good condition and repair, subject to the Authority's right to reimbursement from Concessionaire for damages to the parking lot, pursuant to Section 13, below. Subject to Authority priorities then in effect, the Authority shall also make reasonable efforts to arrange for snow and ice removal from the rental car parking lot. Whenever it becomes necessary to remove snow and ice from the parking lot, Concessionaire shall cooperate with all directives from the Authority, or the persons performing the snow and ice removal, to relocate its motor vehicles and other property, to enable the snow and ice removal to be performed. In the event the Concessionaire does not relocate cars in a reasonable amount of time, the concessionaire then assumes responsibility of removing snow and ice.
- 11.5 Leased Premises in General. Concessionaire agrees to keep all of its Leased Premises on the Airport in a neat, clean, safe, sanitary and orderly condition at all times; that it will keep such areas free at all times of all paper, rubbish and debris; and that Concessionaire will deposit all trash and debris resulting from operations in its office and ticket counter area and rental parking lot area in containers provided by the Authority in and around the Terminal.

## **12. SIGNS**

- 12.1 All signage within the Leased Premises and/or related to Concessionaire's operations shall be fabricated and installed by an Authority approved professional, using Concessionaire's approved logos.
- 12.2 Concessionaire agrees that no logos or advertising displays shall be painted on or erected in any manner upon the Leased Premises, or in or on any improvements or additions on the Leased Premises without the prior written approval of the Authority, which approval shall not be unreasonably withheld.
- 12.3 Concessionaire may advertise, promote, and display for sale within the Leased Premises only those goods and/or services which are the subject of this Agreement.

## **13. DAMAGE TO AIRPORT**

Concessionaire shall be liable for any damage to the Airport, including any improvements and additions on the Leased Premises or elsewhere on the Airport, caused by Concessionaire, its board members, officers, agents, employees, contractors, subcontractors, customers, guests, invitees, or anyone acting under its direction and control, ordinary wear and tear excepted. All repairs for which Concessionaire is liable shall be made by Authority at Concessionaire's expense.

#### **14. TAXES AND ASSESSMENTS**

Concessionaire shall pay all possessory interest and personal property taxes; all sales and other taxes measured by or related to the concession payment hereunder; all license fees; and any and all other taxes, charges, imports or levies of any nature, whether general or special, which may, at any time, be in any way imposed by local, state, or federal authorities other than Authority, or that become a lien upon Concessionaire, Authority, or the Leased Premises, by reason of this Agreement or Concessionaire's activities in, or improvements upon, the Leased Premises pursuant to this Agreement. Authority warrants and represents that it shall not impose any taxes, assessments, or charges upon Concessionaire during the term of this Agreement, other than assessments and charges authorized by this Agreement. Concessionaire shall have the right, by giving written notice to Authority of its intention to do so, to resort to any available legal or administrative proceeding to contest or obtain the review of any such tax, charge, or assessment at any time before such tax, charge, or assessment becomes delinquent. At Concessionaire's request, Authority shall join in such proceeding. The expenses of such proceeding, including all of Authority's costs and attorney's fees incurred in protecting its own interests in such proceeding and in assisting Concessionaire in such proceeding, shall be paid by Concessionaire irrespective of whether Authority participates in such proceeding.

#### **15. DEFAULT AND REMEDIES**

15.1 The following shall constitute defaults by Concessionaire:

15.1.1 The failure to pay Concession Fee, office/counter rents, service area rents, or any other monies owed under this Agreement, or under any other agreement between Authority and Concessionaire, when due;

15.1.2 Any other failure by Concessionaire to perform any covenant or obligation required by this Agreement, the Bid Documents attached as **Exhibit A** to this Agreement, or by any other agreement between Authority and Concessionaire;

15.1.3 The acquisition of Concessionaire's interest in this Agreement by execution or other process of law;

15.1.4 Concessionaire's general assignment for the benefit of creditors; the utilization of the benefits of any insolvency act, or the appointment of a permanent receiver or trustee in bankruptcy for Concessionaire's property;

15.1.5 Abandonment of Concessionaire's operations, which shall be defined as Concessionaire's failure to conduct regular and continuing operations at the Airport in accordance with the requirements of this Agreement for one (1) month.

15.2 If Concessionaire defaults, the Authority may utilize any one or more of the following remedies against Concessionaire. These remedies shall be considered cumulative and not in the alternative:

15.2.1 The Authority may obtain specific performance;

- 15.2.2 The Authority may recover all damages incurred by the Authority, including incidental damages, consequential damages and attorney's fees;
- 15.2.3 The Authority may utilize a portion of or all of the performance bond, savings account, certificate of deposit, or proceeds of other security provided by Concessionaire to remedy the default and to reimburse the Authority for any damages, including attorney's fees and other expenses of collection that it may sustain. In such event, Concessionaire shall not be permitted to resume operations under this Agreement until such time as it furnishes another performance bond, savings account or certificate of deposit that satisfies the requirements of Section 6.8, above. However, this Agreement shall not be deemed terminated during said period, unless written notice of termination shall have been given and become effective in accordance with Section 15.2.4, below. Concessionaire shall be required to fulfill all of the terms and conditions of this Agreement, including the payment of guaranteed minimum concession fees and service area rents, arising during the time it takes to procure the bond, savings account or certificate of deposit;
- 15.2.4 The Authority may terminate this Agreement, and, at the option of the Authority, any other agreement in effect between the Authority and Concessionaire. The termination of these agreements, however, shall only be effective upon written notice of same provided by the Authority to Concessionaire. In no event shall this Agreement be construed to be terminated unless and until such notice is provided. The termination may be effective immediately upon provision of said notice, or at any other time specified in the notice. If this Agreement is terminated, Concessionaire shall continue to be liable for the performance of all terms and conditions and the payment of all fees due hereunder prior to the effective date of said termination, in addition to all damages, including attorney's fees and other expenses of collection, incurred by Authority as a result of any default;
- 15.2.5 The Authority may utilize any other remedy provided by law or equity as a result of Concessionaire's default(s).

## **16. COMPLIANCE WITH LAW**

- 16.1 Concessionaire shall comply with all applicable federal, state, and local laws, regulations, ordinances, and directives governing the Airport or activities performed or engaged in at the Airport, including without limitation requirements imposed by the FAA, TSA, Department of Homeland Security ("DHS"), U.S. Environmental Protection Agency, Occupational Health and Safety Administration, State of Colorado, Mesa County and the City of Grand Junction (collectively referred to as "Applicable Laws").
- 16.2 Concessionaire shall comply with those reasonable and not unjustly discriminatory rules, regulations and directives promulgated by the Authority or the Executive Director for the orderly use of the Airport by Concessionaire and other tenants, users, guests, and passengers of the Airport, as may be adopted, amended,

modified or supplemented from time to time (“Airport Rules and Regulations”). In the event of a direct conflict between the terms and conditions of this Agreement and the Airport Rules and Regulations, the terms and conditions of this Agreement shall control. At the time of execution of this Agreement, the Authority is in the process of revising the Airport Rules and Regulations. Authority shall provide a copy of proposed Airport Rules and Regulations to Concessionaire. Such revised Airport Rules and Regulations shall be effective after reasonable notice and the opportunity for comment.

- 16.3 Concessionaire agrees to comply with applicable provisions of the Authority’s approved Airport security program. Concessionaire must comply strictly and faithfully with any and all rules, regulations and directives which the Authority, the FAA or the TSA may issue from time to time with regard to security and safety of the Airport (“Security and Safety Rules”) and must promptly report suspected violations in accordance with such requirements.
- 16.4 The obligations hereunder to comply with Applicable Laws, Airport Rules and Regulations and Security and Safety Rules shall include any amendments to Applicable Laws, Airport Rules and Regulations and Security and Safety Rules adopted or promulgated after the effective date of this Agreement and any new enactments governing the Airport or activities performed or engaged in at the Airport.
- 16.5 Whenever any Applicable Law relating to environmental protection requires Concessionaire to notify, make a report, or submit any documents to a governmental unit with respect to the Airport or its operation at the Airport, Concessionaire shall comply therewith and shall promptly notify the Authority and make available to the Authority copies of such notices, reports, or documents submitted to the governmental unit.
- 16.6 Concessionaire agrees that it shall develop, manage, use and occupy the Leased Premises in accordance with the Americans with Disabilities Act, 42 U.S.C. Section 12101 *et seq.* (hereafter collectively the “ADA”), including, without limitation, modifying Concessionaire’s policies, practices, and procedures, and providing auxiliary aids and services to disabled persons. Concessionaire acknowledges that, pursuant to the ADA, programs, services, and other activities provided by a public entity, whether directly or through a contractor, must be accessible to disabled persons. Concessionaire shall provide the services specified in this Agreement in a manner that complies with the ADA and all other applicable federal, state or local disability rights legislation. Concessionaire agrees not to discriminate against disabled persons in the provision of services, benefits, or activities provided under this Agreement and further agrees that any violation of this prohibition on the part of Concessionaire shall constitute a material breach of this Agreement.
- 16.7 Concessionaire agrees to cooperate fully with investigations by regulatory agencies and law enforcement including but not limited to the Federal Bureau of Investigation, National Transportation Safety Board, Department of Transportation, FAA, DHS and TSA.

16.8 Should Concessionaire, or Concessionaire's board members, officers, agents, employees, customers, guests, invitees, subtenants, assigns, contractors, or subcontractors violate any local, State, or Federal law, rule, or regulation applicable to the Airport, and should said violation result in a damage award, citation, or fine against the Authority, then Concessionaire shall fully reimburse the Authority for said damage award, citation, or fine and for all costs and expenses, including reasonable attorney's fees, incurred by the Authority in defending against or satisfying the award, citation or fine. Should any governmental entity claim that Concessionaire, its customers, agents, employees, officers, guests, invitees, contractors or subcontractors, violated said rules and regulations, and seek to fine or penalize the Authority as a result of said violation, then Concessionaire shall fully reimburse the Authority for all costs and expenses, including reasonable attorney's fees, incurred by the Authority in defending against, settling or satisfying the fine or other penalty.

## 17. NON-DISCRIMINATION

17.1 Concessionaire shall comply with the following FAA required provisions as interpreted from time to time by the United States Department of Transportation ("USDOT") or the FAA. The terms "Contractor", "Offeror", "Applicant" and "Successful Bidder" as used in this Section 17 shall refer to the Concessionaire. In the event of conflict between the terms and conditions of Section 17 and any other provision of this Agreement, the term and conditions of this Section 17 shall control. In the event the FAA changes any of the Federal Contract Provisions, the Parties shall incorporate the change in an amendment hereto.

17.2 In its activities within the scope of its airport program, the Contractor agrees to comply with pertinent statutes, Executive Orders, and such rules as identified in Title VI List of Pertinent Nondiscrimination Acts and Authorities to ensure that no person shall, on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964. This provision binds the Contractor and Subcontractors from the bid solicitation period through the completion of the contract.

17.3 During the performance of this Agreement, the Concessionaire, for itself, its assignees and successors in interest agrees as follows: Civil Rights – Title VI Assurances – Compliance with Nondiscrimination Requirements. During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor"), agrees as follows:

17.3.1 **Compliance with Regulations:** The Contractor (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.



17.3.2 **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

17.3.3 **Solicitations for Subcontracts, including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of the contractor's obligations under this contract and the Nondiscrimination Acts and Authorities on the grounds of race, color, or national origin.

17.3.4 **Information and Reports:** The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the Sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

17.3.5 **Sanctions for Noncompliance:** In the event of a Contractor's noncompliance with the non-discrimination provisions of this contract, the Sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

- Withholding payments to the Contractor under the contract until the Contractor complies; and/or
- Cancelling, terminating, or suspending a contract, in whole or in part.

17.3.6 **Incorporation of Provisions:** The Contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the Sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if

the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the Sponsor to enter into any litigation to protect the interests of the Sponsor. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

- 17.4 During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “Contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:
- 17.4.1 Title VI of the Civil Rights Act of 1964 (42 USC § 2000d *et seq.*, 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
  - 17.4.2 49 CFR part 21 (Non-discrimination in Federally-Assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964);
  - 17.4.3 The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
  - 17.4.4 Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 *et seq.*), as amended (prohibits discrimination on the basis of disability); and 49 CFR part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);
  - 17.4.5 The Age Discrimination Act of 1975, as amended (42 USC § 6101 *et seq.*) (prohibits discrimination on the basis of age);
  - 17.4.6 Airport and Airway Improvement Act of 1982 (49 USC § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
  - 17.4.7 The Civil Rights Restoration Act of 1987 (PL 100-259) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
  - 17.4.8 Titles II and III of the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*) (prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38;

17.4.9 The Federal Aviation Administration’s Nondiscrimination statute (49 USC § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

17.4.10 Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);

17.4.11 Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs [70 Fed. Reg. 74087 (2005)];

17.4.12 Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC § 1681, et seq).

17.5 Concessionaire for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that Concessionaire will use the premises in compliance with all other requirements imposed by or pursuant to the List of discrimination Acts And Authorities.

## **18. ENVIRONMENTAL COVENANTS**

18.1 The Authority represents that, to the best of its current actual knowledge, it is unaware of the existence of any Hazardous Material on any of the currently-existing service areas. Concessionaire shall have the right (but not the obligation) to conduct a “Phase I” environmental assessment of its service area at Concessionaire's cost. If this “Phase I” assessment indicates that Concessionaire's service area is contaminated with Hazardous Material, Concessionaire shall immediately notify the Authority of the suspected contamination. The Authority will then conduct a “Phase II” environmental assessment of Concessionaire's service area at the Authority's cost. If this “Phase II” assessment confirms that the service area is contaminated, the Concessionaire shall have the right to require the Authority to remedy that contamination. The Authority shall be considered to have remedied this contamination for the purposes of this Section (though it may have other obligations under law) by, at the Authority's sole option, either (a) delivering to Concessionaire a substitute service area not contaminated with Hazardous Material or (b) decontaminating the Concessionaire's service area. The

remediation set forth in this Section shall be Concessionaire's sole and exclusive remedy for any alleged breach by the Authority of the provisions of this Section. In order for Concessionaire to avail itself of the rights set forth in this Section, Concessionaire must notify the Authority of any alleged contamination on or before April 1, 2025, and, in any event, before improvements to Concessionaire's Service Area are started. Time is of the essence and Concessionaire's failure to timely notify the Authority of any alleged contamination shall result in a forfeiture of the rights provided in this Section. Each environmental assessment referenced above must be performed by a qualified environmental engineer according to the applicable standards of the American Society of Testing and Materials, if any.

- 18.2 Concessionaire shall not cause or permit any Hazardous Material to be brought upon, kept or used in or about the Leased Premises by Concessionaire, its agents, employees, contractors or invitees, without the prior written consent of the Authority. If Concessionaire breaches the obligations stated in the preceding sentence, or if the presence of Hazardous Material on the Leased Premises caused or permitted by Concessionaire results in contamination of the Leased Premises, then Concessionaire shall indemnify, defend and hold the Authority harmless from any and all claims, judgments, damages, penalties, fines, costs, liabilities or losses (including, without limitation, diminution in value of the Leased Premises, damages for the loss or restriction on use of rentable or usable space or of any amenity of the Leased Premises, damages, arising from any adverse impact on marketing of space, and sums paid in settlement of claims, attorney fees, consultant fees and expert fees) which arise during or after the term of this Agreement as a result of such contamination. This indemnification of the Authority by Concessionaire includes, without limitation, costs incurred in connection with any investigation of site conditions or any cleanup, remedial, removal, or restoration work required by any federal, state, or local government agency or political subdivision because of Hazardous Material present in the soil or ground water on or under the Leased Premises. Without limiting the foregoing, if the presence of any Hazardous Material on the Leased Premises caused or permitted by Concessionaire results in any contamination of the Leased Premises, Concessionaire shall promptly take all actions at its sole expense as are necessary to return the Leased Premises to the condition existing prior to the introduction of any such Hazardous Material to the Leased Premises, provided that the Authority's approval of such actions shall first be obtained. Concessionaire's obligations set forth in this Section shall survive the termination of this Agreement.
- 18.3 As used in this Section, the term "Hazardous Material" means any hazardous or toxic substance, material or waste which is or becomes regulated by any local governmental authority, the State of Colorado or the United States Government. The term "Hazardous Material" includes, without limitation, any material or substance that is (i) defined as a "hazardous substance" under appropriate state law provisions; (ii) petroleum; (iii) asbestos; (iv) designated as a "hazardous substance" pursuant to Article 311 of the Federal Water Pollution Control Act (33 U.S.C. § 1321); (v) defined as a "hazardous waste" pursuant to Article 1004 of the Federal Resource Conservation and Recovery Act (42 U.S.C. § 6903); (vi) defined as a "hazardous substance" pursuant to Article 101 of the Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. § 9601);

(vii) defined as a “regulated substance” pursuant to Subchapter IX, Solid Waste Disposal Act (Regulation of Underground Storage Tanks) (42 U.S.C. § 6991); or, (viii) lavatory waste.

18.4 Without limiting the forgoing, in its operations on the Airport, the Concessionaire shall also comply with applicable provisions of the Authority's Storm Water Management Plan as it exists on the date of this Agreement, or as it may be amended from time to time by the Authority.

## 19. MISCELLANEOUS

19.1 Quiet Enjoyment. The Authority represents that upon payment of fees when due and upon performance of all other conditions herein, Concessionaire shall peaceably have, possess and enjoy the Leased Premises and uses herein granted without hindrance or disturbance from the Authority, subject to the Authority's rights discussed elsewhere herein.

19.2 Authorization. The Authority represents that it has the authority to enter into this Agreement and grant the rights contained herein to Concessionaire. If Concessionaire is a limited liability company, the undersigned warrants and represents that (1) he/she is a managing member or manager of said limited liability company; (2) his/her execution of this Agreement has been authorized by the members of the limited liability company pursuant to the terms of its operating agreement and is in the usual course of the limited liability company's business; and (3) by his/her execution of this Agreement, the limited liability company shall be deemed a signatory to this Agreement. If Concessionaire is a corporation, the undersigned warrants and represents that (1) he/she is an officer or agent of the corporation; (2) he/she is authorized to execute this Agreement on the corporation's behalf; and (3) the corporation shall be bound as a signatory to this Agreement by his/her execution of it.

19.3 Waiver. Should Concessionaire breach any of its obligations hereunder, the Authority nevertheless may thereafter accept from Concessionaire any payment or payments due hereunder, and continue this Agreement in effect, without in any way waiving the Authority's right to exercise

its default rights hereunder, or any other remedies provided by law, for said breach. In addition, any waiver by the Authority of any default, breach, or omission of Concessionaire under this Agreement shall not be construed as a Waiver of any subsequent or different default, breach, or omission.

19.4 Notices. All notices by either party to the other shall be made by depositing such notice (a) in the registered or certified mail, of the United States of America, or (b) with a nationally recognized overnight courier service such as, but not limited to Federal Express or UPS, and such notice shall be deemed to have been delivered and received on the date of such depositing correctly addressed and postage and/or delivery fees prepaid.

All notices to the Authority shall be mailed to: Airport Administration  
Attn: Executive Director

Grand Junction Regional Airport Authority  
2828 Walker Field Dr., Suite 301  
Grand Junction, Colorado 81506

All notices to Concessionaire shall be mailed to: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The parties from time to time may designate changes in the address stated, by providing written notice of said change in address in accordance with the notice provisions set forth above.

- 19.5 Relationship of Parties. It is understood that the Authority is not in any way or for any purpose partner or joint venture with, or agent of, Concessionaire in the use of the Leased Premises or Concessionaire's operations conducted under this Agreement.
- 19.6 Partial Invalidity. If any term or condition of this Agreement or the application thereof to any person or event shall to any extent be deemed invalid and unenforceable, the remainder of this Agreement and the application of such term, covenant, or condition to persons or events other than those to which it is held invalid or unenforceable shall not be affected and each term, covenant and condition of this Agreement shall be valid and be enforced to the fullest extent permitted by law.
- 19.7 Successors. The provisions, covenants and conditions of this Agreement shall bind, and inure to the benefit of, the legal representatives, successors and authorized assigns of each of the parties.
- 19.8 Assignment. Concessionaire shall not assign its interest herein without the written consent of the Authority, which consent shall not be unreasonably withheld. If an assignment is made, the Concessionaire-Assignor shall continue to be liable, jointly and severally, with the Assignee for the fulfillment of all terms and conditions arising under this Agreement subsequent to the Assignment, unless the Authority specifically releases Concessionaire-Assignor from said future liability, in writing. The release shall be effective only if made in writing. All subsequent assignors and assignees shall be subject to this Section as if they were the original Concessionaire.
- 19.9 Sublease. Concessionaire may not sublease all or any portion of the Leased Premises, or all or any portion of any improvements thereon, without first obtaining written approval of the Authority for the sublease. Any sublease must be in writing and be made subject to the terms and conditions of this Agreement. In addition, before any sublease becomes effective, the subtenant must execute an Agreement with the Authority, in a form and acceptable to the Authority, by which the subtenant is authorized to do business on the Airport.
- 19.10 Collateralization Rights

- 19.10.1 Concessionaire is hereby authorized to utilize as collateral any of its personal property used or stored on the Leased Premises and any monies to which it may be entitled to be paid from Authority under the terms of this Agreement.
- 19.10.2 Concessionaire shall not utilize as collateral this Agreement itself, its operating rights under this Agreement, any improvements or fixtures it constructs or installs on its Leased Premises or its right to occupy or use those improvements or fixtures. If Concessionaire assigns this Agreement, or its operating rights under this Agreement, or its right to occupy or use any improvements or fixtures it constructs or installs on its Leased Premises to a third party as collateral for a loan Concessionaire obtains from said third party, or to secure performance of Concessionaire's obligations under an agreement with said third party, or for any other reason whatsoever, said assignment shall be deemed a material breach of this Agreement. Furthermore, said collateralization shall not be binding upon the Authority, and the assignee or lienor shall have no interest in this Agreement, nor shall assignee or lienor enjoy any concession operating rights upon the Airport, or any right to occupy or use any improvement or fixture upon the Airport, should Concessionaire default in the payment of its loan, or performance of its agreement, with said third party.
- 19.10.3 Should Concessionaire encumber any improvements or trade fixtures it constructs or installs upon the Leased Premises, Concessionaire shall be responsible for eliminating said lien or encumbrance, and holding the Authority harmless from said encumbrance, at the time said improvements and trade fixtures are conveyed to the Authority, following the expiration or sooner termination of this Agreement.
- 19.11 Attorney's Fees. Should Concessionaire breach this Agreement, Concessionaire shall pay the Authority all reasonable attorney's fees, costs and other expenses incurred by the Authority in enforcing its rights as a result of said breach.
- 19.12 Headings. The headings contained in this Agreement are inserted only as matter of convenience and for reference and do not define or limit the scope or intent of any provision of this Agreement and shall not be construed to affect in any manner the terms and provisions hereof or the interpretation or construction of said terms and provisions.
- 19.13 Entire Agreement; No Effect Beyond Term. This writing, together with all of the attached Exhibits, constitutes the entire agreement of the parties. This Agreement supersedes all prior concession agreements, if any, between the parties, and no representation, warranties, inducements, or oral agreements that may have been previously made between the parties shall continue in effect unless stated herein. This Agreement shall not be modified except in writing, signed by Authority and Concessionaire. Except as specifically set forth in this Agreement, this Agreement only applies to the relationship between the parties during the term of this Agreement and shall not be construed to grant Concessionaire any rights after the expiration or sooner termination of this Agreement.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written.

**GRAND JUNCTION REGIONAL  
AIRPORT AUTHORITY**

**CONCESSIONAIRE:**

By: \_\_\_\_\_  
Chairman

\_\_\_\_\_  
Title: \_\_\_\_\_



## Grand Junction Regional Airport Authority

### Agenda Item Summary

|                 |   |                                   |  |
|-----------------|---|-----------------------------------|--|
| TOPIC:          | Basement and IT Room Buildout   |                                   |  |
| PURPOSE:        | Information <input type="checkbox"/>  | Guidance <input type="checkbox"/> | Decision <input checked="" type="checkbox"/> |
| RECOMMENDATION: | Authorize the Executive Director to execute a task order with FCI under the on-call GC contract and Sequent for the Basement and IT Room Buildout for a combined total of \$1,030,006 including contingency.  |                                   |  |
| SUMMARY:        | <p>This project includes a remodel of the basement of the terminal building that will:</p> <ol style="list-style-type: none"><li>1. Establish a consolidated airline IT room to improve connectivity between the airline ticket counters and boarding gates; and</li><li>2. Complete life safety improvements that will allow the basement space to be used by Airport Authority staff for storage and a small temperature-controlled workshop space.</li></ol> <p>With the terminal upgrades and HVAC replacement project completed in 2018 and 2019, old HVAC system equipment was removed from the basement which created vacant space. However, the space lacked the required fire suppression systems to allow the space to be used for storage or employee work space. The upgrades in this project include updating the fire suppression system, installing new lighting and refinishing a portion of basement area for these purposes. This will also allow staff to relocate items stored on level one where the future third inbound baggage belt is identified in the Airport Development Plan.</p> <p>The consolidated airline IT room in the basement will establish secure lockers for each airline in a centralized location. It is located centrally between the airline ticket check-in counters and the boarding gates in the secure area. Sequent will install security badge readers, cameras, fiber, and back-up power connections. The consolidated IT room will also make it easier for a new entrant to connect to the common use counters.</p> |                                   |  |
| REVIEWED BY:    | Executive Director and Legal Counsel  |                                   |  |
| FISCAL IMPACT:  | Total Project Cost - \$1,030,006.00 – Budgeted as GJRAA paid Capital Project  |                                   |  |
| ATTACHMENTS:    | CD Estimate   |                                   |  |
| STAFF CONTACT:  | Ben Peck<br><a href="mailto:bpeck@gjairport.com">bpeck@gjairport.com</a><br>Office: 970-248-8589  |                                   |  |



**PROJECT:**

**GRAND JUNCTION REGIONAL AIRPORT  
IT ROOM  
GRAND JUNCTION, CO**

PREPARED FOR:

**GRAND JUNCTION REGIONAL AIRPORT  
GRAND JUNCTION, CO**

**CD ESTIMATE**

**March 3, 2025**

PREPARED BY: **FCI Constructors, Inc.**

# FCI Constructors, Inc.

Date:

March 3, 2025

Project:

**GRAND JUNCTION REGIONAL AIRPORT**

**IT ROOM**

**GRAND JUNCTION, CO**

*CD ESTIMATE*

| DESCRIPTION                                  | IT ROOM REMODEL                       |                     | NOTES         |
|--|---------------------------------------|---------------------|---------------|
|  | NEW CONSTR.<br>RENOVATION<br>TOTAL SF | -<br>1,700<br>1,700 |               |
| DESCRIPTION                                  | TOTAL COST                            | COST/SF             | NOTES         |
| 010000 GENERAL CONDITIONS                    | \$ 16,285                             | \$ 9.58             |               |
| 020000 EXISTING CONDITIONS                   | \$ 9,131                              | \$ 5.37             |               |
| 030000 CONCRETE                              | \$ 11,273                             | \$ 6.63             |               |
| 040000 MASONRY                               | \$ -                                  | \$ -                | EXCLUDED      |
| 050000 METALS                                | \$ 1,260                              | \$ 0.74             |               |
| 060000 WOOD & PLASTICS                       | \$ 6,381                              | \$ 3.75             |               |
| 070000 THERMAL & MOISTURE PROTECTION         | \$ 2,910                              | \$ 1.71             |               |
| 080000 DOORS & WINDOWS                       | \$ 30,776                             | \$ 18.10            |               |
| 090000 FINISHES                              | \$ 98,846                             | \$ 58.14            |               |
| 100000 SPECIALTIES                           | \$ 77,802                             | \$ 45.77            |               |
| 110000 EQUIPMENT                             | \$ -                                  | \$ -                | EXCLUDED      |
| 120000 FURNISHINGS                           | \$ -                                  | \$ -                | EXCLUDED      |
| 130000 SPECIAL CONSTRUCTION                  | \$ -                                  | \$ -                | EXCLUDED      |
| 140000 CONVEYING SYSTEMS                     | \$ -                                  | \$ -                | EXCLUDED      |
| 210000 FIRE PROTECTION                       | \$ 53,220                             | \$ 31.31            |               |
| 220000 PLUMBING                              | \$ -                                  | \$ -                | EXCLUDED      |
| 230000 HVAC                                  | \$ 274,064                            | \$ 161.21           |               |
| 260000 ELECTRICAL                            | \$ 130,724                            | \$ 76.90            |               |
| 270000 LOW VOLTAGE & SECURITY                | \$ -                                  | \$ -                | EXCLUDED      |
| 310000 EARTHWORK                             | \$ -                                  | \$ -                | EXCLUDED      |
| 310000 EARTHWORK-BLDG                        | \$ -                                  | \$ -                | EXCLUDED      |
| 320000 EXTERIOR IMPROVEMENTS                 | \$ -                                  | \$ -                | EXCLUDED      |
| 330000 UTILITIES                             | \$ -                                  | \$ -                | EXCLUDED      |
| <b>SUBTOTAL - DIRECT COST</b>                | <b>\$ 712,672</b>                     | <b>\$ 419.22</b>    |               |
| CONTINGENCY                                  | \$ 21,380                             | \$ 12.58            | 3.00%         |
| BUILDERS RISK INSURANCE                      | \$ -                                  | \$ -                | NOT INCLUDED  |
| GENERAL LIABILITY INSURANCE                  | \$ 8,080                              | \$ 4.75             | 1.00%         |
| BUILDING PERMIT                              | \$ 3,500                              | \$ 2.06             |               |
| ARCHITECTURAL DESIGN & ENGINEERING (C/S/M&E) | \$ 2,200                              | \$ 1.29             | ALLOWANCE     |
| CM/GC PAYMENT/PERFORMANCE BOND               | \$ 5,400                              | \$ 3.18             | 1-YR WARRANTY |
| CM/GC CONSTRUCTION PHASE FEE                 | \$ 52,726                             | \$ 31.02            | 7.00%         |
| <b>TOTAL ESTIMATED CONSTRUCTION COST</b>     | <b>\$ 805,958</b>                     | <b>\$ 474.09</b>    |               |
| LOW VOLT SYSTEMS (BY OWNER / NO MARK-UP)     | \$ 175,000                            | \$ 102.94           |               |
| OWNERS CONTINGENCY                           | \$ 49,048                             | \$ 28.85            | 5.00%         |
| <b>TOTAL ESTIMATED PROJECT COST</b>          | <b>\$ 1,030,006</b>                   | <b>\$ 605.89</b>    |               |

**Grand Junction Regional Airport Authority**  
Agenda Item Summary

|                 |   |                                   |  |
|-----------------|---|-----------------------------------|--|
| TOPIC:          | SIB Loan Resolution No. 2025-003: Colorado State Infrastructure Bank Application  |                                   |  |
| PURPOSE:        | Information <input type="checkbox"/>  | Guidance <input type="checkbox"/> | Decision <input checked="" type="checkbox"/> |
| RECOMMENDATION: | Adopt resolution no. 2025-003 to approve and submit the application for Colorado SIB loan 25-GJT-SIB-01.  |                                   |  |
| SUMMARY:        | <p>In 2023 landside parking improvements were made to segregate employee parking from the public passenger lot and pave and stripe the gravel area that served as an overflow lot. Both the 2023 improvements and the 2025 design package were paid by another State Infrastructure Bank (SIB) loan.</p> <p>Due to the significant increase in passenger traffic in recent years the existing public parking lots are again reaching capacity during peak travel periods. In December 2024 the GJRAA Board approved a Garver task order to design and provide bid support services for 2025 landside parking expansion to address this need.</p> <p>The 2025 parking lot expansion will add approximately 350 additional spaces, provide an opportunity for product and pricing differentiation for passengers, and provide an opportunity to complete much needed maintenance on the existing lot with minimal impact to parking operations.</p> <p>GJRAA Staff have coordinated with the CDOT Aeronautical staff to pursue an additional State Infrastructure Bank (SIB) loan opportunity to help pay for the expansion and major maintenance estimated to cost \$6,500,000.</p> <p>The current interest rate on SIB loans is 3.5% with no other fees and a maximum term length of 10 years. Interest rates are fixed and are locked in at the rate at application. Annual payments are currently estimated to be \$781,570 and there is no prepayment penalty. Bond counsel was consulted in the initial SIB loan and confirmed there is no conflict with the 2016 revenue bonds. If approved loan disbursement is anticipated in Q2 2025.</p> <p>Using SIB loan funding for this project enables us to maintain high levels of liquidity during the Runway Replacement project. Furthermore, we earn substantial interest on our cash reserves held in COLOTRUST, with rates that are currently around 4.5%.</p> <p>The Rules and Regulations for the Colorado SIB loan can be found <a href="#">here</a> .</p> |                                   |  |
| REVIEWED BY:    | Executive Director  |                                   |  |
| FISCAL IMPACT:  | \$6,500,000.00  |                                   |  |
| ATTACHMENTS:    | N/A   |                                   |  |
| STAFF CONTACT:  | Angela Padalecki<br><a href="mailto:apadalecki@gjairport.com">apadalecki@gjairport.com</a><br>(970) 852-1247  |                                   |  |

**RESOLUTION NO. 2025-003**  
**RESOLUTION OF THE BOARD OF COMMISSIONERS**  
**REGARDING SIB LOAN APPLICATION**

**WHEREAS**, the Grand Junction Regional Airport Authority (“GJRAA”) is the owner and operator of the Grand Junction Regional Airport (“Airport”) located in Grand Junction, Colorado; and

**WHEREAS**, the State of Colorado, through the Colorado Department of Transportation (“CDOT”) and the Colorado Transportation Commission (“Commission”), provides loans to eligible project sponsors for qualified projects pursuant to the State Infrastructure Bank (“SIB”) Loan Program, authorized by Colorado Revised Statute (“CRS”) Section 43-1-113.5, and implementing regulations at 2 CCR 605-1; and

**WHEREAS**, GJRAA is an eligible project sponsor under the SIB Loan Program; and

**WHEREAS**, the Airport capital plan includes projects that are qualified projects under the SIB Loan Program, specifically expansion of and improvements to the landside parking lots and roadways (“Eligible Airport Projects”); and

**WHEREAS**, the Colorado Public Airport Authority Act authorizes the GJRAA to borrow money (CRS § 41-3-106(1)(e)) and to enter into contracts and agreements with the State of Colorado (CRS 41-3-106(1)(d)); and

**WHEREAS**, the Board has determined that it would be in GJRAA’s interests to apply for an SIB loan and that GJRAA can satisfy the terms of an SIB loan agreement.

**NOW, THEREFORE**, by this Resolution, the Board hereby resolves and directs as follows:

1. The Board directs the Airport Executive Director to complete and submit by the applicable deadline an application for an SIB loan on the form prescribed by CDOT for the Eligible Airport Projects in an amount not to exceed \$6,500,000.
2. If the requested loan is approved by the Commission, the Board authorizes the Chair to sign a loan agreement with CDOT within the parameters of the application.

PASSED AND ADOPTED this 11th day of March 2025.

Board Members Voting AYE

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Board Members Voting NAY

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GRAND JUNCTION REGIONAL  
AIRPORT AUTHORITY

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ATTEST:

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Clerk

Chairman

**Grand Junction Regional Airport Authority**  
Agenda Item Summary

|                 |  |
|-----------------|--|
| TOPIC:          | Mead & Hunt Task Order #18 – Fiscal Year 2026 Engineering Services   |
| PURPOSE:        | Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>  |
| RECOMMENDATION: | Approve Mead & Hunt Task Order #18 in the amount of \$2,210,944.00 to perform design and coordination tasks including Runway Transition and Taxiway Conversion, Utility Coordination, Bid Package Development, Bidding, Electrical Equipment Procurement, and Aeronautical Obstruction Survey and authorize the Executive Director to sign the Task Order.   |
| SUMMARY:        | <p>This task order represents the project management, coordination, and design services to be performed by Mead &amp; Hunt beginning in 2025 and ending in 2026 for the Runway Relocation and conversion design. The project is expected to be bid in 2026.</p> <ul style="list-style-type: none"><li>• Runway Transition and Taxiway Conversion 95% Design including design for Run Up Pad Development and Runway 4-22 Modifications.</li><li>• Provide coordination and support for the relocation of temporary power and FAA communication lines to existing NAVAID equipment.</li><li>• Develop three construction bid schedules for Runway Transition and Taxiway Conversion from previous design tasks and oversee the bidding process. Each schedule will include approximately \$25 million in construction for a total of \$75 million.</li><li>• Develop electrical equipment procurement bid package to procure Runway Edge Lighting, Taxiway Edge Lighting and Airfield Signage and oversee the bidding process.</li><li>• Complete an FAA aeronautical obstruction survey in accordance with FAA Airports GIS Program for proposed Runway 12/30 and existing Runway 4/22 as a necessary step in the development of FAA approach procedures.</li></ul> <p>The project is planned to be funded 90% by a future Airport Improvement Program grant with a 10% local match from the Authority.</p> <p>The scope of work was reviewed by Garver as the program manager and the FAA. Additionally, the fee was reviewed by Garver and was sent to Crawford, Murphy and Tilly, INC. to complete an independent fee estimate (IFE). Based on the IFE and negotiations, the fee is deemed reasonable.</p> |
| REVIEWED BY:    | Executive Director and CIP Manager   |
| FISCAL IMPACT:  | <b>Total Cost - \$2,210,944.00</b><br>Anticipated future FY26 grant:<br>FAA AIP grant (95%) - \$2,100,397.00<br>GJRAA Local Match (5%) - \$110,547.00  |
| ATTACHMENTS:    | Mead & Hunt Task Order #18   |
| STAFF CONTACT:  | Angela Padalecki<br><a href="mailto:apadalecki@gjairport.com">apadalecki@gjairport.com</a><br>Office: 970-248-8588   |



**TASK ORDER #18**

**TO**

**PROFESSIONAL SERVICES TERMS AND CONDITIONS OF AGREEMENT**

**BETWEEN:** GRAND JUNCTION REGIONAL AIRPORT AUTHORITY (“CLIENT”)  
GRAND JUNCTION, COLORADO

**AND:** MEAD AND HUNT, INC. (“CONSULTANT”)  
A WISCONSIN CORPORATION

**TASK ORDER EFFECTIVE DATE: MARCH 31, 2025**

**RECITALS**

This is the 18 Task Order to the PROFESSIONAL SERVICES TERMS AND CONDITIONS OF AGREEMENT dated effective JANUARY 18, 2024 between the CLIENT and CONSULTANT (“CONTRACT”).

**AGREEMENT**

1. Services to be provided:

Task 26-01 Project Management  
Fee: \$128,498  
Payment Terms: Lump Sum  
Expected Completion: December 2026

Task 26-02 Runway Transition and Taxiway Conversion Pre-Design Elements  
Fee: \$35,622  
Payment Terms: Lump Sum  
Expected Completion: December 2025

Task 26-03 Runway Transition and Taxiway Conversion 95% Design  
Fee: \$972,445  
Payment Terms: Lump Sum  
Expected Completion: June 2026





|                      |   |
|----------------------|---|
| Task 26-04           | Utility Coordination  |
| Fee:                 | \$33,009  |
| Payment Terms:       | Lump Sum  |
| Expected Completion: | December 2026   |
| Task 26-05           | FY2026 Runway Transition and Taxiway Conversion Schedules 1, 2, and 3         |
| Fee:                 | \$783,605   |
| Payment Terms:       | Lump Sum  |
| Expected Completion: | May 2026  |
| Task 26-06           | Bidding FY2026 Runway Transition and Taxiway Conversion Schedules 1, 2, and 3 |
| Fee:                 | \$64,400  |
| Payment Terms:       | Lump Sum  |
| Expected Completion: | July 2026   |
| Task 26-07           | FY2026 Electrical Equipment Procurement                                       |
| Fee:                 | \$30,848  |
| Payment Terms:       | Lump Sum  |
| Expected Completion: | May 2026  |
| Task 26-08           | Bidding FY2026 Electrical Equipment Procurement                               |
| Fee:                 | \$23,137  |
| Payment Terms:       | Lump Sum  |
| Expected Completion: | July 2026   |
| Task 26-09           | Aeronautical Obstruction Survey – New Runway 12/30 Design                     |
| Fee:                 | \$139,380   |
| Payment Terms:       | Lump Sum  |
| Expected Completion: | December 2026   |

2. Schedule. The project shall be completed Between April 2025 and December 2026.
3. Consideration.

CONSULTANT shall be compensated on a LUMP SUM basis of Two Million Two Hundred Ten Thousand Nine Hundred Forty-Four Dollars (\$2,210,944), as described in the attached Exhibit A Scope of Services and Exhibit B Fee Sheet. Progress payments shall be made in accordance with the CONTRACT.



**APPROVAL AND ACCEPTANCE:** Approval and acceptance of the TASK ORDER including any attachments shall incorporate this document as part of the CONTRACT. All work and services defined in this TASK ORDER shall be performed in accordance with the terms and conditions of the aforementioned CONTRACT.

Accepted by: GRAND JUNCTION REGIONAL AIRPORT AUTHORITY

Approved by: MEAD AND HUNT, INC.

By: \_\_\_\_\_

By:  \_\_\_\_\_

Name: \_\_\_\_\_

Name: Jeremy Lee

Title: \_\_\_\_\_

Title: Vice-President

Date: \_\_\_\_\_

Date: March 5, 2025

**EXHIBIT A**  
**GRAND JUNCTION REGIONAL AIRPORT**  
**RUNWAY 12/30 NEW RUNWAY PROGRAM**  
**FISCAL YEAR 2026 ENGINEERING SERVICES**

**INTRODUCTION**

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The Program involves relocation of the primary commercial service runway 11/29 (RDG D-IV, CAT I ILS, 10,501' x 150'). The goal of this effort is to relocate the Runway with minimal impacts to aircraft users including maintaining IFR procedures, Navigational Aids etc. Future runway designation based on magnetic declination variance is 12/30.

Design of the Program began in 2017. The elements of this Scope are expected to be implemented over the next several years and work is expected to be funded in 2025-2026, including the following:

|              |   |
|--------------|---|
| Task 2026-01 | Project Management  |
| Task 2026-02 | Runway Transition and Taxiway Conversion Pre-Design Elements                  |
| Task 2026-03 | Runway Transition and Taxiway Conversion 95% Design                           |
| Task 2026-04 | Utility Coordination  |
| Task 2026-05 | FY2026 Runway Transition and Taxiway Conversion Schedules 1, 2, and 3         |
| Task 2026-06 | Bidding FY2026 Runway Transition and Taxiway Conversion Schedules 1, 2, and 3 |
| Task 2026-07 | FY2026 Electrical Equipment Procurement                                       |
| Task 2026-08 | Bidding FY2026 Electrical Equipment Procurement                               |
| Task 2026-09 | Aeronautical Obstruction Survey – New Runway 12/30 Design                     |

**Assumptions:**

- In addition to Design efforts, this Scope of Services provides 12 months (February 27, 2026, to March 29, 2027) of consulting services and utilizing overall design services under separate scope of services.
- Where this Scope of Services calls for GJRA action and information, it is the decision and responsibility of GJRA Project Manager to include and assign effort and responsibility to GJRA staff, resources, and stakeholders in mutually agreed upon response times.
- Media inquiries and public records requests will be directed to GJRA Project Manager and will be the responsibility of GJRA.
- The CONSULTANT has access to all existing data developed as part of the conceptual design elements required for the environmental efforts, AGIS survey information, topographical survey, phasing scenarios developed as part of the overall program.
- Project coordination with all relevant stakeholders is included in various tasks and will be accounted for based on the coordination's need for related deliverables.
- Evaluation of Safety Risk Management will be completed under a Notice of Proposed Construction (Form 7460) submittal to FAA for execution.

**Exclusions:**

- Program financial planning
- Program Management Tasks identified for coordination with GJRA
- Raptor survey updates are updated annually by USDA through cooperative agreement with GJRA separate from this scope of work.

The CONSULTANT Team includes Mead & Hunt, Inc. (CONSULTANT), Jacobs, Ground Engineering, River City Consulting, and NV5 Geospatial. This Scope of Services was developed by the CONSULTANT with input from GJRA and FAA.

Level of effort and expense are quantified in the attached Fee Estimate and Schedule. The CONSULTANT will perform and invoice GJRA based upon mutually agreed upon terms.

## **TASK 2026-01 PROJECT MANAGEMENT**

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Description: Project management is a set of interrelated actions and processes performed by the Consultant to identify, assemble, and employ appropriate resources to accomplish the scope of services. This task defines the project management, and communication efforts that will be in place. The approach provides routine and timely coordination with GJRA Team, FAA, and the Consultant Team throughout the process.

### **2026-01.1 Project Administration**

Description: Project administration is an ongoing internal process to track project milestones, schedule, and budget.

Methodology: Project Administration duties include:

- Organizing the project team
- Managing/mitigating risks and solving challenges
- Invoicing and monitoring project budget
- Providing progress summaries for invoicing

Result:

- The Consultant will prepare invoices and project progress summaries. Each project status report will include a summary of billing period activities and deliverables, upcoming activities and deliverables, project accomplishments and challenges, schedule updates, and a budget summary.

### **2026-01.2 Airport Coordination**

Description: The purpose of this task is to facilitate communication between the Consultant Team and GJRA Team, including GJRA Program Manager, to monitor and direct the programs strategic direction. This will be accomplished through bi-monthly scheduled coordination meetings.

Methodology: The Consultant will organize GJRA briefings to take place on bi-monthly teleconferences and in-person meetings. The Consultant will organize in-person meetings to discuss key project milestones.

Meetings:

- The Consultant will conduct twenty (20) GJRA briefings via teleconference. The purpose of each meeting will be to discuss the overall program status, identify next steps, potential challenges, monitor schedule, and adapt the implementation strategy to current events. The meetings will take place via teleconference, be attended by three (3) staff, and last for one (1) hour.
- The Consultant will conduct four (4) GJRA meetings. The purpose of each meeting will be to discuss the overall program status, identify next steps, potential challenges, monitor schedule, and adapt the implementation strategy to current events. Two (2) meetings will be virtual and two (2) meetings will take place at GJRA, be attended by three (3) Staff, and require travel and overnight for staff.

Each meeting has an additional one (1) hour by two (2) Staff beyond the meeting duration for preparation and summary.

Result:

- Consultant will prepare and distribute meeting summaries to Consultant Team, GJRA and FAA if necessary.

## **TASK 2026-02 RUNWAY TRANSITION AND TAXIWAY CONVERSION PRE-DESIGN ELEMENTS**

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Description: On-site design/construction elements are organized to allow for multiple notices to proceed during the year, pending funding.

Pre-Design elements are intended to be efforts necessary to prepare the overall program to move forward efficiently. The task begins with gathering and reviewing necessary data. During this element, a pre-design review will be held with GJT to confirm the design direction of the project prior to developing the Runway Transition and Taxiway Conversion 95% Design. This is expected to include confirming project layout alternatives, and other related items.

### **2026-02.1 Design Standard Review**

It is intended that documents will be summarized by the Consultant from existing information, and potential changes to comply with revisions to FAA standards occurring since completion of the overall 60% design alternative.

These items will then be presented and discussed in a two-hour review meeting, with GJT's representatives. Updates to incorporate current development packages, potential future development locations and run up pad location, including utilities, runway location and number and type of connector taxiways will be evaluated.

Notable items to be reviewed include:

- Comparison update from FAA AC 150/5300-13A Change 1 in overall 60% design to FAA AC 150/5300-13B.
- Evaluation of Taxiway Geometry Conversion of Existing Runway

Meetings:

- The Consultant will gather necessary information from GJT and FAA to prepare the required materials for the design standard review meeting.
- The Consultant will conduct one (1) two-hour meeting with GJT's designated guidance team. Meeting will be attended by three (3) staff and include preliminary updates to concepts for team review. This meeting will be conducted via teleconference.
- The Consultant will revise documents and present with GJT to the FAA. Meeting will be attended by three (3) staff and include preliminary updates to concepts for team review. This meeting will be conducted via teleconference.

Each meeting has an additional two (2) hours by two (2) Consultant staff beyond the meeting duration for preparation and summary.

Result:

- The Consultant will prepare an updated project layout showing the intent of the guiding elements, to include updated taxiway, runup pad and runway geometric layout navigational aids and other desired elements.
- The Consultant will prepare meeting minutes for each meeting as necessary. Minutes will be distributed to the Consultant Team, Airport, and FAA.

### **TASK 2026-03 RUNWAY TRANSITION AND TAXIWAY CONVERSION 95% DESIGN**

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Description: On-site design/construction elements are organized to allow for a phased implementation of Program goals coordinated to work with available funding.

Building upon the design work completed in the 60% Overall Design package, the design of the Runway to Taxiway Conversion will be developed to 95% for future award packages to meet available FAA funding. This effort will include the design elements for Runway Transition, Taxiway Conversion, Run Up Pad Development, and Runway 4-22 Modifications.

Design work currently contemplated for this task includes:

- Additional geotechnical investigation
- Supplemental Topographic Survey
- Update geometric layout of Runway and Taxiway Connectors
- Update geometric layout of Run-Up Pad
- Update Taxiway profile and grading design
- Update Taxiway surface drainage design
- Update Taxiway rehabilitation pavement design
- Update ROFA Roadway geometric layout
- Update ROFA Road profile and grading design
- Update airfield lighting layout for Taxiway and Taxiway Connectors
- Develop airfield lighting layout for Runway Transition, and Taxiway Conversion
- Develop site improvements for FAA NAVAID installations

This package includes development of pavement design evaluations for up to 13 pavement sections of the existing runway conversion to a taxiway including definition of rehabilitation and reconstruction limits. Additional geotechnical investigation will be conducted under proposed pavement areas that have been regraded in previous grading and drainage packages. This package will be broken into multiple schedules for bidding and construction under separate tasks.

Assumptions include:

- 60% Overall Design and Runway 95% Pavement Design have been completed and provide significant components of design analysis.
- Geotechnical recommendations established in the overall runway program will be supplemented with additional geotechnical investigation completed in this task.
- This design will not include permitting and approvals from City of Grand Junction, Mesa County Public Works Stormwater Division and the State of Colorado Division of Water Resources, Office of State Engineer. These documents will be prepared with specific construction packages as they required assignment of contractor.

Approximate level of refinement is expected to be pavement geometries, 100% complete; taxiway and connector profiles, 100% complete; pavement sections, 100% complete; drainage, 100% complete; and airfield lighting layout, 100% complete. Structure locations, for various ancillary structures will be confirmed under utility and NAVAID coordination tasks to provide site development required for installation. Placement and design of structures for FAA NAVAIDs to be provided by FAA Engineering Services Team.

### **2026-03.1 Pavements (65% and 95%)**

Methodology: The purpose of this subtask is to further evaluate the pavement design options provided under the overall 60% design package.

The Consultant will calculate the pavement section required to support the anticipated fleet mix using guidance contained in FAA Advisory Circular 150/5320-6, Airport Pavement Design and Evaluation. Up to thirteen (13) separate pavement section evaluations will be prepared in review of the conversion of the existing runway to a taxiway. The following effort will be completed under this task:

- Gather information from Airport regarding current and anticipated aircraft fleet mix, as well as ground vehicles that utilize the airfield.
- Review Overall 60% Design
- Review historic frost design.
- Update preliminary pavement options using accepted FAA pavement design programs. The applicable design program to be used is FAARFIELD.
- Update pavement design narrative to describe the design procedure, historic design, and justification for Airport and FAA review.
- Update Pavement Design Report summarizing results
  - Review proposed pavement analysis including applicable FAARFIELD analyses with FAA Engineer.
  - Update pavement design narrative.
  - Prepare FAA Pavement Design summary of FAARFIELD output and applicable back-up documentation for each pavement section anticipated.
  - Prepare Pavement Condition Rating (PCR) for runway pavement section.
  - Lifecycle costs analysis will not be prepared as the conversion of the runway to a taxiway is generally anticipated to be a combination of rehabilitation of existing pavements and sections of repair/reconstruction.

Result:

- The Consultant will submit applicable back-up documentation including FAARFIELD print outs for each pavement section to the FAA.

### **2026-03.2 Drainage (65% and 95%)**

Methodology: The purpose of this task is to advance the preliminary surface drainage analysis to a 95% design level. Work will include coordination and reviews with City of Grand Junction, Mesa County and the Office of State Engineer. An update the drainage design report will be prepared.

The following services are required for drainage design:

- The Consultant will refine the concepts to a 95% design level based on advancement in design and comments received during the overall 60% design review including additional detailing, adjustments, and refinement. The Consultant will perform the following:
  - Finalize existing condition hydrologic models for runway to taxiway pavement areas
  - Advance design improvements to on-site airport infrastructure
  - Update drainage analysis to incorporate 2021 changes to AC 150/5320-5
  - Advance proposed condition hydrologic and hydraulic models
  - Refine phasing for drainage design
  - Update drainage analysis for the drainage improvements



Result:

- The Consultant will provide an update to the drainage analysis and drainage design. The analysis will be included in the Engineer's Design Report.

### **2026-03.3 Pavement Geometrics and Grading (65% and 95%)**

Methodology: The purpose of this task is to update the grading and pavement limits to align with revisions included in Advisory Circular 150/5300-13B Change 1 "Airport Design" revisions from the August 16, 2024 update.

The following services are required for Pavement geometric and grading design:

- The Consultant will revise the concepts from the overall 60% design to incorporate changes to the connector geometry and incorporate connectors selected for inclusion in the paving package. The Consultant will utilize these updates to incorporate:
  - Updates pavement grading to meet surface tolerance requirements.
  - Update pavement areas for drainage analysis.
  - Updates pavement edge limits for updated airfield lighting layouts.

Result:

- The Consultant will provide an update to the pavement limits and grading surface model design. The analysis will be included in the Engineer's Design Report.

### **2026-03.4 Electrical (65% and 95%)**

Methodology: The purpose of this subtask is to update the layout for the proposed electrical system.

The following services are required for electrical design:

- The Consultant will further the development of the layout for edge lighting and signage improvements, including modifications to existing lighting vault, lights and signs, as necessary. Design will include duct banks for electrical power service and controls. Design will include layout of the following:
  - Installation of new medium intensity taxiway edge lights for proposed Taxiway A and Conversion of Taxiway B.
  - Installation of new medium intensity taxiway edge lights (LED, with heaters) for proposed Taxiway, and Taxiway Connectors.
  - Installation of LED guidance signs for proposed Taxiway A, Taxiway A Conversion to Taxiway B, and Taxiway Connectors.

Result:

- The Consultant will update layouts based upon any revisions to airfield geometry and modify proposed navigational aids for inclusion in the deliverables. Revisions will be utilized to update estimates and provide the basis for future bid packages.

### **2026-03.5 Update Preliminary Engineers Report (65% and 95%)**

Methodology: The preliminary engineers report will be updated based on advancement in design and comments received during the overall 60% design package review.

The following services are required to update preliminary engineers report:

- The preliminary engineers report provided at the overall 60% design submittal will be updated

to reflect design updates including updates and refinements to quantities and cost estimates and will be the guiding document for future bid packages.

Result:

- The Consultant will prepare an updated engineer's report as part of the 65% and 95% design package.

#### **2026-03.6 Developmental Design (65% and 95%)**

Methodology: The design direction developed in overall 60% design as well as the subsequent improvement packages (FY 2021 Grading and Drainage Schedules 1,2&3, FY 2022 Grading and Drainage Schedules 4 & 5, FY 2023 Grading and Drainage Schedules 6,&7, FY2023 95% Runway Pavement Design and FY 2025 Drainage Design) will serve as the starting point to develop a project specific design package for the FY 2023 Runway Design.

The following items are planned to deliver a 65% level design:

- Topographical Survey  
Primary survey was completed in 2017 Fiscal Year Design Services. Supplemental survey will be requested to provide existing runway hard surface elevations from centerline to the south and confirm field data and construction as-builts provided as required by the design team. Two Hundred Forty (240) additional hours of field survey is allotted for survey of site conditions.
- Geotechnical Investigation
  - Geotechnical Investigation was primarily performed under 2017 Fiscal Year Design Services. Geotechnical recommendations established in the overall runway program will be utilized with review from the Geotechnical Engineer and additional borings completed in the areas of completed grading improvements will be performed for this task.
  - Drill a total of sixteen (16) test holes within the existing runway at locations determined in the field by the Consultant following consultation with the Project Team. Of these, eleven (11) test holes will be drilled within the proposed taxiway alignment and five (5) test holes will be drilled within the existing connecting taxiway alignments. The test holes will be advanced to a depth of approximately 10 feet below final grades or to the underlying shale/bedrock, whichever occurs first. Drilling is assumed to be able to be accomplished via 4-inch diameter, solid stem auger and core barrel.
  - Bulk / disturbed samples also will be collected from auger cuttings for Proctor and CBR laboratory testing.
  - Analyze the results of the additional field and laboratory studies to develop engineering opinions and parameters including:
    - Pavement design parameters
    - Rehabilitation limits
    - Descriptions of the subgrade earth materials
    - Design CBR values
    - Frost susceptibility
    - Grading and pavement considerations
    - Pavement materials
- Update Base Files  
Base files for the project will be updated to reflect current existing conditions and all project elements completed as part of the runway program to date.
- Cost Estimate

Prepare initial cost estimates for each pavement design alternative developed.

Meetings:

- The CONSULTANT will conduct thirty-two (32) internal project team briefings, which will take place via teleconference on a weekly basis, be attended by up to six (6) staff, and last for one (1) hour.

Each meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- Supplement Topographic Survey
- Supplemental Geotechnical Recommendations
- Initial cost estimates including supplemental design information

**2026-03.7 Prepare Plans (65% and 95%)**

Methodology: The purpose of this subtask is to prepare a set of 65% preliminary plans depicting operations and phasing, geotechnical data, erosion control, demolition, geometrics, grading, drainage, cross-sections, and electrical improvements within the proposed project work area.

The following list of drawings will be used as a guideline. Additional drawings may be added during subsequent design phases, if required.

|        |  |        |                              |
|--------|--|--------|------------------------------|
| G-001A | COVER SHEET                                | B-053  | BORING LOGS                  |
| G-002A | SHEET INDEX                                | B-054  | BORING LOGS                  |
| G-003  | LEGEND                                     | B-055  | BORING LOGS                  |
| G-004  | ABBREVIATIONS                              | B-056  | BORING LOGS                  |
| G-005  | QUANTITIES                                 | B-057  | BORING LOGS                  |
| G-021  | PROJECT LAYOUT PLAN                        | B-058  | BORING LOGS                  |
| G-031  | ALIGNMENT PLAN                             | B-059  | BORING LOGS                  |
| G-041  | SURVEY CONTROL                             | C-000  | OVERALL EROSION CONTROL PLAN |
| G-081  | CONSTRUCTION PHASING PLAN                  | C-001A | EROSION CONTROL PLAN         |
| G-082  | CONSTRUCTION PHASING PLAN<br>- PHASE 1     | C-001B | EROSION CONTROL PLAN         |
| G-083  | CONSTRUCTION PHASING PLAN<br>- PHASE 2     | C-002  | EROSION CONTROL PLAN         |
| G-084  | CONSTRUCTION PHASING PLAN<br>- PHASE 3     | C-003  | EROSION CONTROL PLAN         |
| G-085  | CONSTRUCTION PHASING PLAN<br>- PHASE 4     | C-004  | EROSION CONTROL PLAN         |
| G-086  | CONSTRUCTION PHASING PLAN<br>- PHASE 5     | C-005  | EROSION CONTROL PLAN         |
| G-087  | CONSTRUCTION PHASING PLAN<br>- PHASE 6     | C-006  | EROSION CONTROL PLAN         |
| G-088  | CONSTRUCTION SAFETY AND<br>PHASING NOTES   | C-007  | EROSION CONTROL PLAN         |
| G-089  | CONSTRUCTION SAFETY AND<br>PHASING DETAILS | C-008  | EROSION CONTROL PLAN         |
| B-051  | BORING LOGS                                | C-012  | EROSION CONTROL PLAN         |
| B-052  | BORING LOGS                                | C-013  | EROSION CONTROL PLAN         |
|        |  | C-014  | EROSION CONTROL PLAN         |
|        |  | C-070  | EROSION CONTROL DETAILS      |
|        |  | C-071  | EROSION CONTROL DETAILS      |
|        |  | C-072  | EROSION CONTROL DETAILS      |
|        |  | C-073  | EROSION CONTROL DETAILS      |
|        |  | D-000  | OVERALL DEMOLITION PLAN      |
|        |  | D-001  | DEMOLITION PLAN              |
|        |  | D-002  | DEMOLITION PLAN              |

|       |                      |       |                                 |
|-------|----------------------|-------|---------------------------------|
| D-003 | DEMOLITION PLAN      | C-125 | GRADING PLAN                    |
| D-005 | DEMOLITION PLAN      | C-126 | GRADING PLAN                    |
| D-006 | DEMOLITION PLAN      | C-127 | GRADING PLAN                    |
| D-007 | DEMOLITION PLAN      | C-128 | GRADING PLAN                    |
| D-008 | DEMOLITION PLAN      | C-129 | GRADING PLAN                    |
| D-009 | DEMOLITION PLAN      | C-130 | GRADING PLAN                    |
| D-010 | DEMOLITION PLAN      | C-131 | GRADING PLAN                    |
| D-011 | DEMOLITION PLAN      | C-132 | GRADING PLAN                    |
| D-012 | DEMOLITION PLAN      | C-133 | GRADING PLAN                    |
| D-013 | DEMOLITION PLAN      | C-134 | GRADING PLAN                    |
| D-014 | DEMOLITION PLAN      | C-135 | GRADING PLAN                    |
| D-015 | DEMOLITION PLAN      | C-136 | GRADING PLAN                    |
| D-022 | DEMOLITION PLAN      | C-137 | GRADING PLAN                    |
| D-023 | DEMOLITION PLAN      | C-138 | GRADING PLAN                    |
| D-024 | DEMOLITION PLAN      | C-139 | GRADING PLAN                    |
| D-025 | DEMOLITION PLAN      | C-140 | GRADING PLAN                    |
| D-026 | DEMOLITION PLAN      | C-141 | GRADING PLAN                    |
| D-027 | DEMOLITION PLAN      | C-142 | GRADING PLAN                    |
| D-028 | DEMOLITION PLAN      | C-143 | GRADING PLAN                    |
| D-029 | DEMOLITION PLAN      | C-144 | GRADING PLAN                    |
| D-030 | DEMOLITION PLAN      | C-148 | GRADING PLAN                    |
| D-031 | DEMOLITION PLAN      | C-149 | GRADING PLAN                    |
| D-034 | DEMOLITION PLAN      | C-156 | GRADING PLAN                    |
| D-036 | DEMOLITION PLAN      | C-157 | GRADING PLAN                    |
| D-037 | DEMOLITION PLAN      | C-184 | RANCHMAN-A1 POND LAYOUT PLAN    |
| D-038 | DEMOLITION PLAN      | C-191 | GRADING DETAILS                 |
| D-039 | DEMOLITION PLAN      | C-200 | OVERALL RUNWAY AND TAXIWAY PLAN |
| D-040 | DEMOLITION PLAN      |       | TAXIWAY PLAN AND PROFILE        |
| D-041 | DEMOLITION PLAN      | C-211 | - BEGINNING TO STA 106+00       |
| D-042 | DEMOLITION PLAN      |       | TAXIWAY A PLAN AND PROFILE      |
| D-043 | DEMOLITION PLAN      | C-212 | - STA 106+00 TO STA 118+00      |
| D-044 | DEMOLITION PLAN      |       | TAXIWAY A PLAN AND PROFILE      |
| D-056 | DEMOLITION PLAN      | C-213 | - STA 106+00 TO STA 118+00      |
| C-100 | OVERALL GRADING PLAN |       | TAXIWAY A PLAN AND PROFILE      |
| C-104 | GRADING PLAN         | C-214 | - STA 118+00 TO STA 130+00      |
| C-105 | GRADING PLAN         |       | TAXIWAY A PLAN AND PROFILE      |
| C-106 | GRADING PLAN         | C-215 | - STA 130+00 TO STA 142+00      |
| C-112 | GRADING PLAN         |       | TAXIWAY A PLAN AND PROFILE      |
| C-113 | GRADING PLAN         | C-216 | - STA 142+00 TO STA 154+00      |
| C-114 | GRADING PLAN         |       | TAXIWAY A PLAN AND PROFILE      |
| C-115 | GRADING PLAN         | C-217 | - STA 154+00 TO STA 166+00      |
| C-116 | GRADING PLAN         |       | TAXIWAY A PLAN AND PROFILE      |
| C-119 | GRADING PLAN         | C-218 | - STA 166+00 TO STA 178+00      |
| C-120 | GRADING PLAN         |       | TAXIWAY A PLAN AND PROFILE      |
| C-121 | GRADING PLAN         | C-219 | - STA 178+00 TO STA 190+00      |
| C-122 | GRADING PLAN         |       | TAXIWAY A PLAN AND PROFILE      |
| C-123 | GRADING PLAN         | C-220 | - STA 190+00 TO STA 202+00      |
| C-124 | GRADING PLAN         | C-221 | TAXIWAY A PLAN AND PROFILE      |

|       |   |                         |   |
|-------|---|-------------------------|---|
|       | - STA 202+00 TO END   | C-339                   | PROJECT GEOMETRICS  |
| C-222 | TAXIWAY A1 PLAN AND PROFILE                                       | C-340                   | PROJECT GEOMETRICS  |
| C-223 | TAXIWAY A2 PLAN AND PROFILE                                       | C-341                   | PROJECT GEOMETRICS  |
| C-224 | TAXIWAY A3 PLAN AND PROFILE                                       | C-342                   | PROJECT GEOMETRICS  |
| C-225 | TAXIWAY A4 PLAN AND PROFILE                                       | C-343                   | PROJECT GEOMETRICS  |
| C-226 | TAXIWAY A5 PLAN AND PROFILE                                       | C-344                   | PROJECT GEOMETRICS  |
| C-227 | TAXIWAY A6 PLAN AND PROFILE                                       | C-376                   | TYPICAL SECTIONS  |
| C-228 | TAXIWAY A7 PLAN AND PROFILE                                       | C-377                   | TYPICAL SECTIONS  |
| C-231 | TAXIWAY C & C1 PLAN AND PROFILE                                   | C-378                   | TYPICAL SECTIONS  |
| C-232 | TAXIWAY B1 PLAN AND PROFILE                                       | C-379                   | TYPICAL SECTIONS  |
| C-233 | TAXIWAY B2 PLAN AND PROFILE                                       | C-400                   | OVERALL UTILITY PLAN  |
| C-234 | TAXIWAY B3 PLAN AND PROFILE                                       | C-420                   | UTILITY PLANS   |
| C-235 | TAXIWAY B4 PLAN AND PROFILE                                       | C-421                   | UTILITY PLANS   |
| C-236 | TAXIWAY B5 PLAN AND PROFILE                                       | C-422                   | UTILITY PLANS   |
| C-237 | RW 4-22 PLAN AND PROFILE  | C-460                   | UTILITY DETAILS   |
| C-238 | TAXIWAY B PLAN AND PROFILE  | C-461                   | UTILITY DETAILS   |
| C-267 | MALSR ACCESS ROAD 1 PLAN & PROFILE<br>- STA 0+00 TO STA 11+00     | G-001B<br>G-002B        | COVER SHEET<br>SHEET INDEX  |
| C-268 | MALSR ACCESS ROAD 1 PLAN &<br>PROFILE - STA 11+00 TO STA 13+75.91 | C-509                   | STORM DRAINS AX AY AND AZ   |
| C-269 | MALSR ACCESS ROAD 2 PLAN &<br>PROFILE - STA 0+00 TO STA 9+93.05   | C-513<br>C-514<br>C-515 | STORM DRAIN B STA 0+00 TO STA 11+50<br>STORM DRAIN B STA 11+50 TO STA 23+00<br>STORM DRAIN B STA 23+00 TO END |
| C-300 | PROJECT GEOMETRICS OVERALL  | C-516                   | STORM DRAIN C STA 0+00 TO STA 9+00  |
| C-303 | PROJECT GEOMETRICS  | C-517                   | STORM DRAIN C STA 9+00 TO STA 18+00   |
| C-308 | PROJECT GEOMETRICS  | C-521                   | STORM DRAIN F   |
| C-309 | PROJECT GEOMETRICS  | C-523                   | STORM DRAIN H STA 0+00 TO STA 9+00  |
| C-310 | PROJECT GEOMETRICS  | C-524                   | STORM DRAIN H STA 9+00 TO END   |
| C-311 | PROJECT GEOMETRICS  | C-525                   | STORM DRAIN I   |
| C-312 | PROJECT GEOMETRICS  | C-551                   | DRAINAGE DETAILS  |
| C-313 | PROJECT GEOMETRICS  | C-552                   | DRAINAGE DETAILS  |
| C-314 | PROJECT GEOMETRICS  | C-553                   | DRAINAGE DETAILS  |
| C-315 | PROJECT GEOMETRICS  | C-554                   | DRAINAGE DETAILS  |
| C-316 | PROJECT GEOMETRICS  | C-561                   | DRAINAGE DETAILS  |
| C-317 | PROJECT GEOMETRICS  | C-562                   | DRAINAGE DETAILS  |
| C-318 | PROJECT GEOMETRICS  | C-563                   | DRAINAGE DETAILS  |
| C-323 | PROJECT GEOMETRICS  | C-564                   | DRAINAGE DETAILS  |
| C-324 | PROJECT GEOMETRICS  | C-565                   | DRAINAGE DETAILS  |
| C-325 | PROJECT GEOMETRICS  | C-566                   | DRAINAGE DETAILS  |
| C-326 | PROJECT GEOMETRICS  | C-567                   | DRAINAGE DETAILS  |
| C-327 | PROJECT GEOMETRICS  | C-568                   | DRAINAGE DETAILS  |
| C-328 | PROJECT GEOMETRICS  | C-569                   | DRAINAGE DETAILS  |
| C-329 | PROJECT GEOMETRICS  | C-570                   | DRAINAGE DETAILS  |
| C-330 | PROJECT GEOMETRICS  | C-571                   | DRAINAGE DETAILS  |
| C-334 | PROJECT GEOMETRICS  | C-572                   | DRAINAGE DETAILS  |
| C-335 | PROJECT GEOMETRICS  | C-600                   | OVERALL UNDERDRAIN PLAN   |
| C-336 | PROJECT GEOMETRICS  | C-614                   | UNDERDRAIN PLAN   |
| C-337 | PROJECT GEOMETRICS  | C-615                   | UNDERDRAIN PLAN   |
| C-338 | PROJECT GEOMETRICS  | C-629                   | UNDERDRAIN PLAN   |

|       |                               |       |                               |
|-------|-------------------------------|-------|-------------------------------|
| C-630 | UNDERDRAIN PLAN               |       | DRAIN PLAN AND PROFILES       |
| C-635 | UNDERDRAIN PLAN               |       | UNDERDRAIN OUTLET AND GULLY   |
| C-636 | UNDERDRAIN PLAN               | C-669 | DRAIN PLAN AND PROFILES       |
| C-637 | UNDERDRAIN PLAN               |       | UNDERDRAIN OUTLET AND GULLY   |
| C-638 | UNDERDRAIN PLAN               | C-670 | DRAIN PLAN AND PROFILES       |
| C-639 | UNDERDRAIN PLAN               |       | UNDERDRAIN OUTLET AND GULLY   |
| C-640 | UNDERDRAIN PLAN               | C-671 | DRAIN PLAN AND PROFILES       |
| C-641 | UNDERDRAIN PLAN               |       | UNDERDRAIN OUTLET AND GULLY   |
| C-642 | UNDERDRAIN PLAN               | C-672 | DRAIN PLAN AND PROFILES       |
| C-643 | UNDERDRAIN PLAN               |       | OVERALL UNDERDRAIN OUTLET AND |
| C-644 | UNDERDRAIN PLAN               | C-680 | GULLY DRAIN PLAN AND PROFILES |
| C-650 | OVERALL UNDERDRAIN OUTLET AND |       | UNDERDRAIN OUTLET AND GULLY   |
|       | GULLY DRAIN PLAN AND PROFILES | C-681 | DRAIN PLAN AND PROFILES       |
| C-651 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-682 | DRAIN PLAN AND PROFILES       |
| C-652 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-683 | DRAIN PLAN AND PROFILES       |
| C-653 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-684 | DRAIN PLAN AND PROFILES       |
| C-654 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-685 | DRAIN PLAN AND PROFILES       |
| C-655 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-686 | DRAIN PLAN AND PROFILES       |
| C-656 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-687 | DRAIN PLAN AND PROFILES       |
| C-657 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-688 | DRAIN PLAN AND PROFILES       |
| C-658 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-689 | DRAIN PLAN AND PROFILES       |
| C-659 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-690 | DRAIN PLAN AND PROFILES       |
| C-660 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-691 | DRAIN PLAN AND PROFILES       |
| C-661 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-692 | DRAIN PLAN AND PROFILES       |
| C-662 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-693 | DRAIN PLAN AND PROFILES       |
| C-663 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-694 | DRAIN PLAN AND PROFILES       |
| C-664 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN OUTLET AND GULLY   |
|       | DRAIN PLAN AND PROFILES       | C-695 | DRAIN PLAN AND PROFILES       |
| C-665 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN DETAILS            |
|       | DRAIN PLAN AND PROFILES       | C-691 | UNDERDRAIN DETAILS            |
| C-666 | UNDERDRAIN OUTLET AND GULLY   |       | UNDERDRAIN DETAILS            |
|       | DRAIN PLAN AND PROFILES       | C-692 | UNDERDRAIN DETAILS            |
| C-667 | UNDERDRAIN OUTLET AND GULLY   |       | OVERALL SPOT ELEVATIONS PLAN  |
|       | DRAIN PLAN AND PROFILES       | C-693 | SPOT ELEVATIONS PLAN          |
| C-668 | UNDERDRAIN OUTLET AND GULLY   |       | SPOT ELEVATIONS PLAN          |
|       |                               | C-700 | SPOT ELEVATIONS PLAN          |
|       |                               | C-714 | SPOT ELEVATIONS PLAN          |
|       |                               | C-715 | SPOT ELEVATIONS PLAN          |
|       |                               | C-729 | SPOT ELEVATIONS PLAN          |

|       |  |              |                                    |
|-------|--|--------------|------------------------------------|
| C-730 | SPOT ELEVATIONS PLAN                                     | DM136        | ELECTRICAL DEMOLITION PLAN         |
| C-735 | SPOT ELEVATIONS PLAN                                     | DM137        | ELECTRICAL DEMOLITION PLAN         |
| C-736 | SPOT ELEVATIONS PLAN                                     | DM138        | ELECTRICAL DEMOLITION PLAN         |
| C-737 | SPOT ELEVATIONS PLAN                                     | DM139        | ELECTRICAL DEMOLITION PLAN         |
| C-738 | SPOT ELEVATIONS PLAN                                     | DM140        | ELECTRICAL DEMOLITION PLAN         |
| C-739 | SPOT ELEVATIONS PLAN                                     | DM141        | ELECTRICAL DEMOLITION PLAN         |
| C-740 | SPOT ELEVATIONS PLAN                                     | DM142        | ELECTRICAL DEMOLITION PLAN         |
| C-741 | SPOT ELEVATIONS PLAN                                     | DM143        | ELECTRICAL DEMOLITION PLAN         |
| C-742 | SPOT ELEVATIONS PLAN                                     | DM144        | ELECTRICAL DEMOLITION PLAN         |
| C-743 | SPOT ELEVATIONS PLAN                                     | DM152        | ELECTRICAL DEMOLITION PLAN         |
| C-744 | SPOT ELEVATIONS PLAN                                     | DM153        | ELECTRICAL DEMOLITION PLAN         |
| C-800 | OVERALL MARKING PLAN                                     | DM154        | ELECTRICAL DEMOLITION PLAN         |
| C-836 | MARKING PLAN   | DM155        | ELECTRICAL DEMOLITION PLAN         |
| C-837 | MARKING PLAN   | EL-001       | ELECTRICAL NOTES                   |
| C-838 | MARKING PLAN   | EL-002       | ELECTRICAL LEGEND                  |
| C-839 | MARKING PLAN   | EL-100       | OVERALL ELECTRICAL PLAN            |
| C-840 | MARKING PLAN   | EL-114       | ELECTRICAL PLAN                    |
| C-841 | MARKING PLAN   | EL-115       | ELECTRICAL PLAN                    |
| C-842 | MARKING PLAN   | EL-122       | ELECTRICAL PLAN                    |
| C-843 | MARKING PLAN   | EL-129       | ELECTRICAL PLAN                    |
| C-844 | MARKING PLAN   | EL-130       | ELECTRICAL PLAN                    |
| C-856 | MARKING PLAN   | EL-131       | ELECTRICAL PLAN                    |
| C-871 | MARKING DETAILS  | EL-135       | ELECTRICAL PLAN                    |
| C-872 | MARKING DETAILS  | EL-136       | ELECTRICAL PLAN                    |
| C-873 | PAVEMENT MARKING DETAILS                                 | EL-137       | ELECTRICAL PLAN                    |
| C-902 | BLAST FENCE DETAILS                                      | EL-138       | ELECTRICAL PLAN                    |
| C-903 | BLAST FENCE DETAILS                                      | EL-139       | ELECTRICAL PLAN                    |
| C-901 | CROSS SECTIONS - FUTURE TW A & TW A<br>CONNECTORS LAYOUT | EL-140       | ELECTRICAL PLAN                    |
| C-930 | CROSS SECTIONS - FUTURE TW A                             | EL-141       | ELECTRICAL PLAN                    |
| C-931 | CROSS SECTIONS - FUTURE TW A                             | EL-142       | ELECTRICAL PLAN                    |
| C-932 | CROSS SECTIONS - FUTURE TW A                             | EL-143       | ELECTRICAL PLAN                    |
| C-933 | CROSS SECTIONS - FUTURE TW A                             | EL-144       | ELECTRICAL PLAN                    |
| C-934 | CROSS SECTIONS - FUTURE TW A                             | EL-154       | ELECTRICAL PLAN                    |
| C-935 | CROSS SECTIONS - FUTURE TW A                             | EL516        | ELECTRICAL DETAILS                 |
| C-936 | CROSS SECTIONS - FUTURE TW A                             | EL517        | ELECTRICAL DETAILS                 |
| C-937 | CROSS SECTIONS - FUTURE TW A                             | EL518        | ELECTRICAL DETAILS                 |
| C-938 | CROSS SECTIONS - FUTURE TW A                             | EL519        | ELECTRICAL DETAILS                 |
| C-939 | CROSS SECTIONS - FUTURE TW A                             | EL520        | ELECTRICAL DETAILS                 |
| C-940 | CROSS SECTIONS - FUTURE TW A                             | EL521        | ELECTRICAL DETAILS                 |
| C-941 | CROSS SECTIONS - FUTURE TW A                             | EL522        | ELECTRICAL DETAILS                 |
| C-942 | CROSS SECTIONS - FUTURE TW A                             | EL523        | ELECTRICAL DETAILS                 |
| C-943 | CROSS SECTIONS - FUTURE TW A                             | EL524        | ELECTRICAL DETAILS                 |
| C-992 | VOLUME TABLE - FUTURE TAXIWAY A                          | EL-603       | LIGHT FIXTURE AND STRUCTURE TABLES |
| DM131 | ELECTRICAL DEMOLITION PLAN                               | EL-604       | LIGHT FIXTURE AND STRUCTURE TABLES |
| DM135 | ELECTRICAL DEMOLITION PLAN                               | <b>TOTAL</b> | <b>370 SHEETS</b>                  |

### **2026-03.8 Prepare Contract Documents and Technical Specifications (65% and 95%)**

Methodology: The CONSULTANT will assemble the contract documents and technical specifications necessary for the intended work, per below. Standard FAA specifications will be utilized where possible. Additional specifications will be prepared to address work items and materials not covered by the FAA specifications.

- Prepare contract documents  
The CONSULTANT will prepare the contract documents based on the “Front End” preliminary contract documents developed as part of 2017 Fiscal Year Design Services as appropriate. Project specific revisions will be performed and coordinated with GJRA for review.
- Prepare technical specifications
  - C-100 Contractor Quality Control
  - C-102 Temporary Air and Water
  - C-105 Mobilization
  - C-110 Method of Estimating Percentage of Ma
  - P-101 Preparation and Removal of Existing Pavements
  - P-152 Excavation, Subgrade and Embankment
  - P-153 Controlled Low-Strength Material (CLSM)
  - P-154 Subbase Course
  - P-209 Crushed Aggregate Base Course
  - P-401 Asphalt Mix Pavement
  - P-501 Cement Concrete Pavement
  - P-603 Emulsified Asphalt Tack Coat
  - P-610 Concrete for Miscellaneous Structures
  - P-620 Runway and Taxiway Markings
  - P-621 Saw-Cut Grooves
  - F-162 Chain-Link Fence
  - D-701 Pipe for Storm Drains and Culverts
  - D-705 Pipe for Underdrains for Airports
  - D-751 Manholes, Catch Basins, Inlets and Inspection Holes
  - D-752 Concrete Culverts, Headwalls, and Miscellaneous Drainage Structures
  - D-754 Concrete Gutters, Ditches, and Flumes
  - T-901 Seeding
  - T-905 Topsoiling
  - T-908 Mulching
  - L-108 Underground Power Cable for Airports
  - L-110 Airport Underground Electrical Duct Banks and Conduits
  - L-115 Electrical Manholes and Junction Structures
  - L-125 Installation of Airport Lighting Systems

The CONSULTANT will calculate necessary quantities for the work items. Quantities will be consistent with the specifications and acceptable quantity calculation practices.

### **2026-03.9 65% Review period**

Methodology: The purpose of this task is to provide opportunity for GJT, FAA, and other interested parties to review and comment on the 65% design package. The review period will be 30 calendar days from date of distribution.

The following services are required to complete the 65% review period:



- The Consultant will provide GJT, FAA, and other interested parties with a 65% design package for review.

Meetings:

- The Consultant will conduct one (1) 65% design review meeting to discuss review comments. The meeting will take place at GJT, be attended by three (3) staff and require air travel and overnight for two (2) days.

Each meeting has an additional two (2) hours by two (2) Consultant staff beyond the meeting duration for preparation and summary.

Result:

- The Consultant will provide electronic copies (PDF Format) sets of the 65% design review package which will include:
  - 65% Review Plan set – 11”x17”
  - 65% Contract Documents and Technical Specifications
  - 65% Engineering Design Report
- The Consultant will prepare meeting minutes from the 65% design review meeting to document design direction revisions. Minutes will be distributed to meeting attendees and to those parties provided the 65% design package.

**2026-03.10 95% Review period**

Methodology: The purpose of this task is to provide opportunity for GJT, FAA, and other interested parties to review and comment on the 95% design package. The review period will be 30 calendar days from date of distribution.

The following services are required to complete the 95% review period:

- The Consultant will provide GJT, FAA, and other interested parties with a 95% design package for review.

Meetings:

- The Consultant will conduct one (1) 95% design review meeting to discuss review comments. The meeting will take place at GJT, be attended by three (3) staff and require air travel and overnight for two (2) days.

Each meeting has an additional two (2) hours by two (2) Consultant staff beyond the meeting duration for preparation and summary.

Result:

- The Consultant will provide electronic copies (PDF Format) sets of the 95% design review package which will include:
  - 95% Review Plan set – 11”x17”
  - 95% Contract Documents and Technical Specifications
  - 95% Engineering Design Report
- The Consultant will prepare meeting minutes from the 95% design review meeting to document design direction revisions. Minutes will be distributed to meeting attendees and to those parties provided the 95% design package.

## **TASK 2026-04 UTILITY COORDINATION**

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Description: Utility relocation elements identified in the 95% Runway Design Packages will be required for completion of the power and FAA lines to be removed from the grading limits.

Methodology: The Consultant will work with GJRA, Xcel and FAA to facilitate utility relocations supporting grading operations and providing for temporary connections to existing NAVAID equipment. It is intended for the coordination to occur concurrent the FAA NAVAID designs. Construction of the utility relocations will be power relocations to occur between 2027 and 2028.

Meetings:

- The Consultant will conduct four (4) in-person meetings with Xcel attended by two (2) staff requiring air travel and overnight. Meetings will last two (2) hours.

Meetings are required to address the following topics:

- Xcel Final Design Scoping Glide Slope, MALS and LOC Shelter Power Services
- Three (3) Xcel Reimbursable Agreement
- FAA 7460 Coordination
- Progress Coordination

Each meeting has an additional two (2) hours by two (2) Staff beyond the meeting duration for preparation and summary.

Results:

- Support of cost agreements between GJRA and Xcel.
- Coordination between Xcel and the Consultant for related design elements.
- Prepare FAA Form 7460s – Consultant will complete the form(s) as per Federal Aviation Administration Guidelines and will utilize the online OE/AAA website to submit OE cases to the FAA.

### **2026-04.1 Commercial Utility Design**

Methodology: Based upon the efforts completed in the overall 60% design efforts utilities will be refined to include necessary electrical and communications services required for future navigational aids, security requirements as identified at this stage of design, and defined corridors.

The following services are required for commercial utility design:

- Navigational aids and proposed facility locations will be the basis for adding additional detail to required facilities.

Meetings:

- Four (4) teleconferences with utility providers are contemplated as part of this effort to identify design parameters, and proposed alignments.

Each meeting has an additional two (2) hours by two (2) Consultant staff beyond the meeting duration for preparation and summary.

Result:

- Xcel will install new utility services from known alignments to power FAA NAVAID equipment.

## **TASK 2026-05 FY2026 RUNWAY TRANSITION AND TAXIWAY CONVERSION SCHEDULES 1, 2, AND 3**

Description: On-site design/construction elements are organized to allow for a phased implementation of Program goals coordinated to work with available funding.

Building upon the design work completed in the overall 60% design package, FY2023 Runway 95% Pavement Design, and FY2026 Runway Transition and Taxiway Conversion 95% Design, work will be packaged for bidding to meet available FAA funding in FY 2026. This effort is limited to design.

Design work currently contemplated for this task includes:

- Pavement Section
- Airfield Electrical
- Drainage
- Transition Paving for New Runway Commissioning
- Coordination with FAA Provided NAVAID Design Development in Transition Package

This design includes development of multiple schedules for bidding and construction. Each schedule will include work in the amount of \$25 million with a total design package of \$75 million.

### **Schedule 1**

Schedule 1 will include a portion of work elements along future Runway 12/30. Work elements include the construction of subbase course, base course, paving, lighting from the FY2023 Runway 95% Pavement Design.

### **Schedule 2**

Schedule 2 will include remainder of work elements along future Runway 12/30. Work elements include the construction of subbase course, base course, paving, lighting from the FY2023 Runway 95% Pavement Design.

### **Schedule 3**

Schedule 3 will include work elements along future Taxiway A and Taxiway connectors A1 and A2. Work elements include the construction of subbase course, base course, paving, underdrain installation, storm drainage installation and electrical crossings developed under the FY2023 Runway 95% Pavement Design and FY2026 Runway Transition and Taxiway Conversion 95% Design.

Assumptions include:

- 60% Overall Runway and FY2023 Runway 95% Pavement Design and FY2026 Runway Transition and Taxiway Conversion 95% Design will be utilized to provide significant components of bid package breakout.
- Pavement design report developed in Task 2023-03 will be used.
- Effort is expected to involve a 30-month construction window beginning in the fall of 2026 and finishing late spring 2029.
- The design will include permitting submittal to City of Grand Junction, Mesa County Public Works Stormwater Division and the State of Colorado Division of Water Resources, Office of State Engineer. Review with the City of Grand Junction will require 9 months from the completion of the submittal. Final approval will not be provided until a contractor is award specific scope of work.
- Geotechnical recommendations established in the overall runway program and Task 2026-03.

It is expected that these schedules will be ready for bidding in April 2026 pending FAA funding. Schedules have been identified to be approximately \$25 million each for a total estimated package of \$75 million construction cost.

The following elements will be performed to develop a package for GJRA and FAA review in preparation for bidding.

### **2026-05.1 Developmental Design (95%)**

Methodology: The design direction developed in overall 60% design and Runway Transition and Taxiway Conversion 95% Design as well as the subsequent improvement packages (FY 2021 Grading and Drainage Schedules 1,2&3, FY 2022 Grading and Drainage Schedules 4 & 5, FY 2023 Grading and Drainage Schedules 6,&7, FY2023 95% Runway Pavement Design and FY 2025 Drainage Design) will serve as the starting point to develop a project specific design package for the FY 2026 Pavement Design.

The following items are planned to deliver a 95% level design:

- Survey control  
Survey control developed under 2026-03.
- Update Base Files  
Base files for the project will be updated to reflect current existing conditions and all project elements completed as part of the runway program to date.
- Develop package breakout into bidding schedules
- Prepare Project Layout Sheet  
CONSULTANT will prepare a project layout sheet to depict the proposed improvements.
- Prepare Surface Drainage Analysis  
Overall drainage design was developed to a 60% design level in the Overall 60% Design. The basis of design, and the hydrology and hydraulics analysis for the regional stormwater management improvements associated with the Program were documented in the *Preliminary Drainage Report, Runway 11/29 Relocation Program*, prepared by CONSULTANT, dated September 25, 2018. The drainage design and analysis were advanced with subsequent improvement packages. Drainage improvements will include the construction of a portion of the regional stormwater management improvements as defined in the Overall 60% Design and further defined in the subsequent design tasks and design work schedules in this Scope of Services. The current models and designs will be advanced to a 95% design level for the authorized design work schedules including confirmation of design approaches, recommended alternatives, and consideration of temporary connections to accommodate funding allocations. Runoff from construction site phasing will be evaluated for erosion control management. A supplemental memo will be submitted to the Drainage Report for this phase of improvements. An unstamped draft will be submitted to GJRA, City of Grand Junction and Mesa County with the 95% design submittal for review. Surface drainage improvements include storm alignments AX, AY, AZ, Storm B, Storm C RSA extension and tie to Storm C (2021), Storm F, Storm G RSA Extension and tie to Storm G (2023), Storm H and Storm I.
- Erosion Control Plan  
The CONSULTANT will develop an Erosion Control Plan that is in accordance with best management practices. The plan will include types of erosion control measures recommended for the site, in addition to information needed for the NPDES permitting application. The Plan is expected to include (but not limited to):

- Project Location
- Size of Disturbance of Project
- Amount of Impervious Surface
- Hydrologic Classification of Site
- Receiving Waters
- Site Drainage Overview

The CONSULTANT will prepare and submit a Construction Stormwater Management Plan along with the Erosion Control Plan to Mesa County to obtain coverage under the CDHPE storm water general permit for the construction activities.

- Electrical
  - Runway Edge and Threshold Lighting
  - Taxiway Lighting A1 to Taxiway Conversion
  - Taxiway Lighting A7
  - Lighting vault to feed new and adjusted lighting circuits
  - Electrical crossings under new pavements

- Prepare Project Specific Specification Adjustments

The CONSULTANT will prepare a Request for Project Specific Specification.

**Meetings:**

- The CONSULTANT will conduct six (6) internal project team briefings, which will take place via teleconference on a weekly basis, be attended by up to eight (8) staff, and last for one (1) hour.
- The CONSULTANT will conduct one (1) meeting with GJRA and the City of Grand Junction on site to review the Preliminary Drainage Report. The meeting will be attended by two (2) staff and require air travel and overnight. The meeting will last three (3) hours.

Each meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

**2026-05.2 Prepare Plans (95%)**

Methodology: The purpose of this subtask is to prepare a set of 95% preliminary plans depicting operations and phasing, geotechnical data, erosion control, demolition, geometrics, grading, drainage, cross-sections, and electrical improvements within the proposed project work area.

The following list of drawings will be used as a guideline. Additional drawings may be added during subsequent design phases, if required.

|       |                                     |       |   |
|-------|-------------------------------------|-------|---|
| G-001 | COVER SHEET                         |       | - PHASE 3                               |
| G-002 | SHEET INDEX                         |       |   |
| G-003 | LEGEND                              | G-085 | CONSTRUCTION PHASING PLAN               |
| G-004 | ABBREVIATIONS                       |       | - PHASE 4                               |
| G-005 | QUANTITIES                          | G-086 | CONSTRUCTION PHASING PLAN               |
| G-021 | PROJECT LAYOUT PLAN                 |       | - PHASE 5                               |
| G-031 | ALIGNMENT PLAN                      | G-087 | CONSTRUCTION PHASING PLAN               |
| G-041 | SURVEY CONTROL                      |       | - PHASE 6                               |
| G-081 | CONSTRUCTION PHASING PLAN           | G-088 | CONSTRUCTION SAFETY AND PHASING NOTES   |
| G-082 | CONSTRUCTION PHASING PLAN - PHASE 1 | G-089 | CONSTRUCTION SAFETY AND PHASING DETAILS |
| G-083 | CONSTRUCTION PHASING PLAN - PHASE 2 | B-051 | BORING LOGS                             |
| G-084 | CONSTRUCTION PHASING PLAN           | B-052 | BORING LOGS                             |
|       |                                     | B-053 | BORING LOGS                             |

|        |                              |       |                      |
|--------|------------------------------|-------|----------------------|
| B-054  | BORING LOGS                  | D-034 | DEMOLITION PLAN      |
| B-055  | BORING LOGS                  | D-036 | DEMOLITION PLAN      |
| B-056  | BORING LOGS                  | D-037 | DEMOLITION PLAN      |
| B-057  | BORING LOGS                  | D-038 | DEMOLITION PLAN      |
| B-058  | BORING LOGS                  | D-039 | DEMOLITION PLAN      |
| B-059  | BORING LOGS                  | D-040 | DEMOLITION PLAN      |
| C-000  | OVERALL EROSION CONTROL PLAN | D-041 | DEMOLITION PLAN      |
| C-001A | EROSION CONTROL PLAN         | D-042 | DEMOLITION PLAN      |
| C-001B | EROSION CONTROL PLAN         | D-043 | DEMOLITION PLAN      |
| C-002  | EROSION CONTROL PLAN         | D-044 | DEMOLITION PLAN      |
| C-003  | EROSION CONTROL PLAN         | D-056 | DEMOLITION PLAN      |
| C-004  | EROSION CONTROL PLAN         | C-100 | OVERALL GRADING PLAN |
| C-005  | EROSION CONTROL PLAN         | C-104 | GRADING PLAN         |
| C-006  | EROSION CONTROL PLAN         | C-105 | GRADING PLAN         |
| C-007  | EROSION CONTROL PLAN         | C-106 | GRADING PLAN         |
| C-008  | EROSION CONTROL PLAN         | C-112 | GRADING PLAN         |
| C-012  | EROSION CONTROL PLAN         | C-113 | GRADING PLAN         |
| C-013  | EROSION CONTROL PLAN         | C-114 | GRADING PLAN         |
| C-014  | EROSION CONTROL PLAN         | C-115 | GRADING PLAN         |
| C-070  | EROSION CONTROL DETAILS      | C-116 | GRADING PLAN         |
| C-071  | EROSION CONTROL DETAILS      | C-119 | GRADING PLAN         |
| C-072  | EROSION CONTROL DETAILS      | C-120 | GRADING PLAN         |
| C-073  | EROSION CONTROL DETAILS      | C-121 | GRADING PLAN         |
| D-000  | OVERALL DEMOLITION PLAN      | C-122 | GRADING PLAN         |
| D-001  | DEMOLITION PLAN              | C-123 | GRADING PLAN         |
| D-002  | DEMOLITION PLAN              | C-124 | GRADING PLAN         |
| D-003  | DEMOLITION PLAN              | C-125 | GRADING PLAN         |
| D-005  | DEMOLITION PLAN              | C-126 | GRADING PLAN         |
| D-006  | DEMOLITION PLAN              | C-127 | GRADING PLAN         |
| D-007  | DEMOLITION PLAN              | C-128 | GRADING PLAN         |
| D-008  | DEMOLITION PLAN              | C-129 | GRADING PLAN         |
| D-009  | DEMOLITION PLAN              | C-130 | GRADING PLAN         |
| D-010  | DEMOLITION PLAN              | C-131 | GRADING PLAN         |
| D-011  | DEMOLITION PLAN              | C-132 | GRADING PLAN         |
| D-012  | DEMOLITION PLAN              | C-133 | GRADING PLAN         |
| D-013  | DEMOLITION PLAN              | C-134 | GRADING PLAN         |
| D-014  | DEMOLITION PLAN              | C-135 | GRADING PLAN         |
| D-015  | DEMOLITION PLAN              | C-136 | GRADING PLAN         |
| D-022  | DEMOLITION PLAN              | C-137 | GRADING PLAN         |
| D-023  | DEMOLITION PLAN              | C-138 | GRADING PLAN         |
| D-024  | DEMOLITION PLAN              | C-139 | GRADING PLAN         |
| D-025  | DEMOLITION PLAN              | C-140 | GRADING PLAN         |
| D-026  | DEMOLITION PLAN              | C-141 | GRADING PLAN         |
| D-027  | DEMOLITION PLAN              | C-142 | GRADING PLAN         |
| D-028  | DEMOLITION PLAN              | C-143 | GRADING PLAN         |
| D-029  | DEMOLITION PLAN              | C-144 | GRADING PLAN         |
| D-030  | DEMOLITION PLAN              | C-148 | GRADING PLAN         |
| D-031  | DEMOLITION PLAN              | C-149 | GRADING PLAN         |

|       |   |       |                            |
|-------|---|-------|----------------------------|
| C-156 | GRADING PLAN  | C-300 | PROJECT GEOMETRICS OVERALL |
| C-157 | GRADING PLAN  | C-303 | PROJECT GEOMETRICS         |
| C-184 | RANCHMAN-A1 POND LAYOUT PLAN                                      | C-308 | PROJECT GEOMETRICS         |
| C-191 | GRADING DETAILS   | C-309 | PROJECT GEOMETRICS         |
| C-200 | OVERALL RUNWAY AND TAXIWAY PLAN                                   | C-310 | PROJECT GEOMETRICS         |
| C-211 | TAXIWAY PLAN AND PROFILE<br>- BEGINNING TO STA 106+00             | C-311 | PROJECT GEOMETRICS         |
| C-212 | TAXIWAY A PLAN AND PROFILE<br>- STA 106+00 TO STA 118+00          | C-312 | PROJECT GEOMETRICS         |
| C-213 | TAXIWAY A PLAN AND PROFILE<br>- STA 106+00 TO STA 118+00          | C-313 | PROJECT GEOMETRICS         |
| C-214 | TAXIWAY A PLAN AND PROFILE<br>- STA 118+00 TO STA 130+00          | C-314 | PROJECT GEOMETRICS         |
| C-215 | TAXIWAY A PLAN AND PROFILE<br>- STA 130+00 TO STA 142+00          | C-315 | PROJECT GEOMETRICS         |
| C-216 | TAXIWAY A PLAN AND PROFILE<br>- STA 142+00 TO STA 154+00          | C-316 | PROJECT GEOMETRICS         |
| C-217 | TAXIWAY A PLAN AND PROFILE<br>- STA 154+00 TO STA 166+00          | C-317 | PROJECT GEOMETRICS         |
| C-218 | TAXIWAY A PLAN AND PROFILE<br>- STA 166+00 TO STA 178+00          | C-318 | PROJECT GEOMETRICS         |
| C-219 | TAXIWAY A PLAN AND PROFILE<br>- STA 178+00 TO STA 190+00          | C-323 | PROJECT GEOMETRICS         |
| C-220 | TAXIWAY A PLAN AND PROFILE<br>- STA 190+00 TO STA 202+00          | C-324 | PROJECT GEOMETRICS         |
| C-221 | TAXIWAY A PLAN AND PROFILE<br>- STA 202+00 TO END                 | C-325 | PROJECT GEOMETRICS         |
| C-222 | TAXIWAY A1 PLAN AND PROFILE                                       | C-326 | PROJECT GEOMETRICS         |
| C-223 | TAXIWAY A2 PLAN AND PROFILE                                       | C-327 | PROJECT GEOMETRICS         |
| C-224 | TAXIWAY A3 PLAN AND PROFILE                                       | C-328 | PROJECT GEOMETRICS         |
| C-225 | TAXIWAY A4 PLAN AND PROFILE                                       | C-329 | PROJECT GEOMETRICS         |
| C-226 | TAXIWAY A5 PLAN AND PROFILE                                       | C-330 | PROJECT GEOMETRICS         |
| C-227 | TAXIWAY A6 PLAN AND PROFILE                                       | C-334 | PROJECT GEOMETRICS         |
| C-228 | TAXIWAY A7 PLAN AND PROFILE                                       | C-335 | PROJECT GEOMETRICS         |
| C-231 | TAXIWAY C & C1 PLAN AND PROFILE                                   | C-336 | PROJECT GEOMETRICS         |
| C-232 | TAXIWAY B1 PLAN AND PROFILE                                       | C-337 | PROJECT GEOMETRICS         |
| C-233 | TAXIWAY B2 PLAN AND PROFILE                                       | C-338 | PROJECT GEOMETRICS         |
| C-234 | TAXIWAY B3 PLAN AND PROFILE                                       | C-339 | PROJECT GEOMETRICS         |
| C-235 | TAXIWAY B4 PLAN AND PROFILE                                       | C-340 | PROJECT GEOMETRICS         |
| C-236 | TAXIWAY B5 PLAN AND PROFILE                                       | C-341 | PROJECT GEOMETRICS         |
| C-237 | RW 4-22 PLAN AND PROFILE  | C-342 | PROJECT GEOMETRICS         |
| C-238 | TAXIWAY B PLAN AND PROFILE  | C-343 | PROJECT GEOMETRICS         |
| C-267 | MALSR ACCESS ROAD 1 PLAN & PROFILE<br>- STA 0+00 TO STA 11+00     | C-344 | PROJECT GEOMETRICS         |
| C-268 | MALSR ACCESS ROAD 1 PLAN & PROFILE<br>- STA 11+00 TO STA 13+75.91 | C-371 | TYPICAL SECTIONS           |
| C-269 | MALSR ACCESS ROAD 2 PLAN & PROFILE<br>- STA 0+00 TO STA 9+93.05   | C-372 | TYPICAL SECTIONS           |
|       |   | C-373 | TYPICAL SECTIONS           |
|       |   | C-374 | TYPICAL SECTIONS           |
|       |   | C-375 | TYPICAL SECTIONS           |
|       |   | C-376 | TYPICAL SECTIONS           |
|       |   | C-377 | TYPICAL SECTIONS           |
|       |   | C-378 | TYPICAL SECTIONS           |
|       |   | C-379 | TYPICAL SECTIONS           |
|       |   | C-390 | PROJECT GROOVING OVERALL   |
|       |   | C-391 | PROJECT GROOVING PLAN      |
|       |   | C-392 | PROJECT GROOVING PLAN      |
|       |   | C-393 | PROJECT GROOVING PLAN      |
|       |   | C-394 | PROJECT GROOVING PLAN      |
|       |   | C-395 | PROJECT GROOVING PLAN      |
|       |   | C-396 | PROJECT GROOVING DETAILS   |

|        |                                      |       |   |
|--------|--------------------------------------|-------|---|
| C-414  | UTILITY PLAN                         | C-635 | UNDERDRAIN PLAN   |
| C-420  | UTILITY PLANS                        | C-636 | UNDERDRAIN PLAN   |
| C-421  | UTILITY PLANS                        | C-637 | UNDERDRAIN PLAN   |
| C-422  | UTILITY PLANS                        | C-638 | UNDERDRAIN PLAN   |
| C-429  | UTILITY PLAN                         | C-639 | UNDERDRAIN PLAN   |
| C-430  | UTILITY PLAN                         | C-640 | UNDERDRAIN PLAN   |
| C-431  | UTILITY PLAN                         | C-641 | UNDERDRAIN PLAN   |
| C-442  | UTILITY PLAN                         | C-642 | UNDERDRAIN PLAN   |
| C-443  | UTILITY PLAN                         | C-643 | UNDERDRAIN PLAN   |
| C-444  | UTILITY PLAN                         | C-644 | UNDERDRAIN PLAN   |
| C-456  | UTILITY PLAN                         | C-650 | OVERALL UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES |
| C-457  | UTILITY PLAN                         | C-651 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-460  | UTILITY DETAILS                      | C-652 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-461  | UTILITY DETAILS                      | C-653 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| G-001B | COVER SHEET                          | C-654 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| G-002B | SHEET INDEX                          | C-655 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-509  | STORM DRAINS AX AY AND AZ            | C-656 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-513  | STORM DRAIN B STA 0+00 TO STA 11+50  | C-657 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-514  | STORM DRAIN B STA 11+50 TO STA 23+00 | C-658 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-515  | STORM DRAIN B STA 23+00 TO END       | C-659 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-516  | STORM DRAIN C STA 0+00 TO STA 9+00   | C-660 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-517  | STORM DRAIN C STA 9+00 TO STA 18+00  | C-661 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-521  | STORM DRAIN F                        | C-662 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-522  | STORM DRAIN G                        | C-663 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-523  | STORM DRAIN H STA 0+00 TO STA 9+00   | C-664 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-524  | STORM DRAIN H STA 9+00 TO END        | C-665 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-525  | STORM DRAIN I                        | C-666 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-551  | DRAINAGE DETAILS                     | C-667 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-552  | DRAINAGE DETAILS                     | C-668 | UNDERDRAIN OUTLET AND GULLY DRAIN PLAN AND PROFILES         |
| C-553  | DRAINAGE DETAILS                     |       |   |
| C-554  | DRAINAGE DETAILS                     |       |   |
| C-561  | DRAINAGE DETAILS                     |       |   |
| C-562  | DRAINAGE DETAILS                     |       |   |
| C-563  | DRAINAGE DETAILS                     |       |   |
| C-564  | DRAINAGE DETAILS                     |       |   |
| C-565  | DRAINAGE DETAILS                     |       |   |
| C-566  | DRAINAGE DETAILS                     |       |   |
| C-567  | DRAINAGE DETAILS                     |       |   |
| C-568  | DRAINAGE DETAILS                     |       |   |
| C-569  | DRAINAGE DETAILS                     |       |   |
| C-570  | DRAINAGE DETAILS                     |       |   |
| C-571  | DRAINAGE DETAILS                     |       |   |
| C-572  | DRAINAGE DETAILS                     |       |   |
| C-600  | OVERALL UNDERDRAIN PLAN              |       |   |
| C-614  | UNDERDRAIN PLAN                      |       |   |
| C-615  | UNDERDRAIN PLAN                      |       |   |
| C-629  | UNDERDRAIN PLAN                      |       |   |
| C-630  | UNDERDRAIN PLAN                      |       |   |



|       |  |       |  |
|-------|--|-------|--|
| C-669 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-735 | SPOT ELEVATIONS PLAN                                     |
| C-670 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-736 | SPOT ELEVATIONS PLAN                                     |
| C-671 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-737 | SPOT ELEVATIONS PLAN                                     |
| C-672 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-738 | SPOT ELEVATIONS PLAN                                     |
| C-680 | OVERALL UNDERDRAIN OUTLET<br>AND GULLY DRAIN PLAN AND PROFILES | C-739 | SPOT ELEVATIONS PLAN                                     |
| C-681 | UNDERDRAIN OUTLET AND<br>GULLY DRAIN PLAN AND PROFILES         | C-740 | SPOT ELEVATIONS PLAN                                     |
| C-682 | UNDERDRAIN OUTLET AND<br>GULLY DRAIN PLAN AND PROFILES         | C-741 | SPOT ELEVATIONS PLAN                                     |
| C-683 | UNDERDRAIN OUTLET AND<br>GULLY DRAIN PLAN AND PROFILES         | C-742 | SPOT ELEVATIONS PLAN                                     |
| C-684 | UNDERDRAIN OUTLET AND<br>GULLY DRAIN PLAN AND PROFILES         | C-743 | SPOT ELEVATIONS PLAN                                     |
| C-685 | UNDERDRAIN OUTLET AND<br>GULLY DRAIN PLAN AND PROFILES         | C-744 | SPOT ELEVATIONS PLAN                                     |
| C-686 | UNDERDRAIN OUTLET AND<br>GULLY DRAIN PLAN AND PROFILES         | C-800 | OVERALL MARKING PLAN                                     |
| C-687 | UNDERDRAIN OUTLET AND<br>GULLY DRAIN PLAN AND PROFILES         | C-821 | MARKING PLAN   |
| C-688 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-822 | MARKING PLAN   |
| C-689 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-823 | MARKING PLAN   |
| C-690 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-824 | MARKING PLAN   |
| C-691 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-825 | MARKING PLAN   |
| C-692 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-826 | MARKING PLAN   |
| C-693 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-827 | MARKING PLAN   |
| C-694 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-828 | MARKING PLAN   |
| C-695 | UNDERDRAIN OUTLET AND GULLY<br>DRAIN PLAN AND PROFILES         | C-829 | MARKING PLAN   |
| C-691 | UNDERDRAIN DETAILS   | C-830 | MARKING PLAN   |
| C-692 | UNDERDRAIN DETAILS   | C-834 | MARKING PLAN   |
| C-693 | UNDERDRAIN DETAILS   | C-835 | MARKING PLAN   |
| C-700 | OVERALL SPOT ELEVATIONS PLAN                                   | C-836 | MARKING PLAN   |
| C-714 | SPOT ELEVATIONS PLAN   | C-837 | MARKING PLAN   |
| C-715 | SPOT ELEVATIONS PLAN   | C-838 | MARKING PLAN   |
| C-729 | SPOT ELEVATIONS PLAN   | C-839 | MARKING PLAN   |
| C-730 | SPOT ELEVATIONS PLAN   | C-840 | MARKING PLAN   |
|       |  | C-841 | MARKING PLAN   |
|       |  | C-842 | MARKING PLAN   |
|       |  | C-843 | MARKING PLAN   |
|       |  | C-844 | MARKING PLAN   |
|       |  | C-856 | MARKING PLAN   |
|       |  | C-871 | MARKING DETAILS  |
|       |  | C-872 | MARKING DETAILS  |
|       |  | C-873 | PAVEMENT MARKING DETAILS                                 |
|       |  | C-902 | BLAST FENCE DETAILS                                      |
|       |  | C-903 | BLAST FENCE DETAILS                                      |
|       |  | C-901 | CROSS SECTIONS - FUTURE TW A &<br>TW A CONNECTORS LAYOUT |
|       |  | C-930 | CROSS SECTIONS - FUTURE TW A                             |
|       |  | C-931 | CROSS SECTIONS - FUTURE TW A                             |
|       |  | C-932 | CROSS SECTIONS - FUTURE TW A                             |
|       |  | C-933 | CROSS SECTIONS - FUTURE TW A                             |
|       |  | C-934 | CROSS SECTIONS - FUTURE TW A                             |
|       |  | C-935 | CROSS SECTIONS - FUTURE TW A                             |
|       |  | C-936 | CROSS SECTIONS - FUTURE TW A                             |
|       |  | C-937 | CROSS SECTIONS - FUTURE TW A                             |

|        |                                 |              |                                    |
|--------|---------------------------------|--------------|------------------------------------|
| C-938  | CROSS SECTIONS - FUTURE TW A    | EL-136       | ELECTRICAL PLAN                    |
| C-939  | CROSS SECTIONS - FUTURE TW A    | EL-137       | ELECTRICAL PLAN                    |
| C-940  | CROSS SECTIONS - FUTURE TW A    | EL-138       | ELECTRICAL PLAN                    |
| C-941  | CROSS SECTIONS - FUTURE TW A    | EL-139       | ELECTRICAL PLAN                    |
| C-942  | CROSS SECTIONS - FUTURE TW A    | EL-140       | ELECTRICAL PLAN                    |
| C-943  | CROSS SECTIONS - FUTURE TW A    | EL-141       | ELECTRICAL PLAN                    |
| C-992  | VOLUME TABLE - FUTURE TAXIWAY A | EL-142       | ELECTRICAL PLAN                    |
| DM131  | ELECTRICAL DEMOLITION PLAN      | EL-143       | ELECTRICAL PLAN                    |
| DM135  | ELECTRICAL DEMOLITION PLAN      | EL-144       | ELECTRICAL PLAN                    |
| DM136  | ELECTRICAL DEMOLITION PLAN      | EL-154       | ELECTRICAL PLAN                    |
| DM137  | ELECTRICAL DEMOLITION PLAN      | EL-501       | ELECTRICAL DETAILS                 |
| DM138  | ELECTRICAL DEMOLITION PLAN      | EL-502       | ELECTRICAL DETAILS                 |
| DM139  | ELECTRICAL DEMOLITION PLAN      | EL-503       | ELECTRICAL DETAILS                 |
| DM140  | ELECTRICAL DEMOLITION PLAN      | EL-504       | ELECTRICAL DETAILS                 |
| DM141  | ELECTRICAL DEMOLITION PLAN      | EL-505       | ELECTRICAL DETAILS                 |
| DM142  | ELECTRICAL DEMOLITION PLAN      | EL-506       | ELECTRICAL DETAILS                 |
| DM143  | ELECTRICAL DEMOLITION PLAN      | EL-507       | ELECTRICAL DETAILS                 |
| DM144  | ELECTRICAL DEMOLITION PLAN      | EL-508       | ELECTRICAL DETAILS                 |
| DM152  | ELECTRICAL DEMOLITION PLAN      | EL-509       | ELECTRICAL DETAILS                 |
| DM153  | ELECTRICAL DEMOLITION PLAN      | EL-510       | ELECTRICAL DETAILS                 |
| DM154  | ELECTRICAL DEMOLITION PLAN      | EL-511       | ELECTRICAL DETAILS                 |
| DM155  | ELECTRICAL DEMOLITION PLAN      | EL-512       | ELECTRICAL DETAILS                 |
| EL-001 | ELECTRICAL NOTES                | EL-513       | ELECTRICAL DETAILS                 |
| EL-002 | ELECTRICAL LEGEND               | EL-514       | ELECTRICAL DETAILS                 |
| EL-100 | OVERALL ELECTRICAL PLAN         | EL-515       | ELECTRICAL DETAILS                 |
| EL-114 | ELECTRICAL PLAN                 | EL516        | ELECTRICAL DETAILS                 |
| EL-115 | ELECTRICAL PLAN                 | EL517        | ELECTRICAL DETAILS                 |
| EL-121 | ELECTRICAL PLAN                 | EL518        | ELECTRICAL DETAILS                 |
| EL-122 | ELECTRICAL PLAN                 | EL519        | ELECTRICAL DETAILS                 |
| EL-123 | ELECTRICAL PLAN                 | EL520        | ELECTRICAL DETAILS                 |
| EL-124 | ELECTRICAL PLAN                 | EL521        | ELECTRICAL DETAILS                 |
| EL-125 | ELECTRICAL PLAN                 | EL522        | ELECTRICAL DETAILS                 |
| EL-126 | ELECTRICAL PLAN                 | EL523        | ELECTRICAL DETAILS                 |
| EL-127 | ELECTRICAL PLAN                 | EL524        | ELECTRICAL DETAILS                 |
| EL-128 | ELECTRICAL PLAN                 | EL-601       | LIGHT FIXTURE AND STRUCTURE TABLES |
| EL-129 | ELECTRICAL PLAN                 | EL-602       | LIGHT FIXTURE AND STRUCTURE TABLES |
| EL-130 | ELECTRICAL PLAN                 | EL-603       | LIGHT FIXTURE AND STRUCTURE TABLES |
| EL-131 | ELECTRICAL PLAN                 | EL-604       | LIGHT FIXTURE AND STRUCTURE TABLES |
| EL-135 | ELECTRICAL PLAN                 | <b>TOTAL</b> | <b>427 SHEETS</b>                  |

### **2026-05.3 Prepare Contract Documents and Technical Specifications (95%)**

Methodology: The CONSULTANT will assemble the contract documents and technical specifications necessary for the intended work, per below. Standard FAA specifications will be utilized where possible. Additional specifications will be prepared to address work items and materials not covered by the FAA specifications.

- Prepare contract documents
  - The CONSULTANT will prepare the contract documents based on the “Front End” preliminary contract documents developed as part of 2017 Fiscal Year Design Services as appropriate. Project

specific revisions will be performed and coordinated with GJRA for review.

- Prepare preliminary special provisions  
The CONSULTANT will utilize special provisions developed under 2017 Fiscal Year Design Services Tasks with markups.
- Prepare technical specifications
  - C-100 Contractor Quality Control
  - C-102 Temporary Air and Water
  - C-105 Mobilization
  - C-110 Method of Estimating Percentage of Ma
  - P-101 Preparation and Removal of Existing Pavements
  - P-152 Excavation, Subgrade and Embankment
  - P-153 Controlled Low-Strength Material (CLSM)
  - P-154 Subbase Course
  - P-209 Crushed Aggregate Base Course
  - P-401 Asphalt Mix Pavement
  - P-501 Cement Concrete Pavement
  - P-603 Emulsified Asphalt Tack Coat
  - P-610 Concrete for Miscellaneous Structures
  - P-620 Runway and Taxiway Markings
  - P-621 Saw-Cut Grooves
  - F-162 Chain-Link Fence
  - D-701 Pipe for Storm Drains and Culverts
  - D-705 Pipe for Underdrains for Airports
  - D-751 Manholes, Catch Basins, Inlets and Inspection Holes
  - D-752 Concrete Culverts, Headwalls, and Miscellaneous Drainage Structures
  - D-754 Concrete Gutters, Ditches, and Flumes
  - T-901 Seeding
  - T-905 Topsoiling
  - T-908 Mulching
  - L-108 Underground Power Cable for Airports
  - L-110 Airport Underground Electrical Duct Banks and Conduits
  - L-115 Electrical Manholes and Junction Structures
  - L-125 Installation of Airport Lighting Systems

The CONSULTANT will calculate necessary quantities for the work items. Quantities will be consistent with the specifications and acceptable quantity calculation practices. Changes to FAA specification or additional specifications will be coordinated with the FAA for a possible Modification Of Standard (MOS) prior to bidding.

#### **2026-05.4 Prepare Engineering Design Report and Construction Cost Estimate (95%)**

Methodology: The CONSULTANT will prepare a Preliminary Engineering Design Report in accordance with FAA Regional Guidance 630-04. The CONSULTANT will also prepare a Preliminary Construction Cost Estimate. Calculate estimated preliminary quantities and unit price estimates including appropriate contingencies.

#### **2026-05.5 Construction Safety and Phasing Plan (CSPP)**

Methodology: CONSULTANT will coordinate with ADO and GJRA to begin necessary review processes for proposed projects. CONSULTANT will perform the following:

- Preparation of CSPP report and exhibits of proposed work areas.
- Coordinate with ADO for relevant Flight Procedures reviews and provide necessary documentation prior to uploading documentation to FAA OE/AAA System.

Result:

- The CONSULTANT will submit Construction Safety and Phasing Plan documents to GJRA and FAA Airports District Office (ADO) at 95% for review prior to uploading into the FAA OE/AAA System. The CSPP will be uploaded to the FAA OE/AAA system.

#### **2026-05.6 Coordinate FAA Airspace Reviews/Potential 7460 Submission**

Methodology: CONSULTANT will coordinate with ADO, Flight Procedures Office and GJRA to begin necessary review processes for proposed projects. CONSULTANT will perform the following:

- Preparation of required notices of proposed construction, and review of proposed grading related to existing approach procedures. Based on the location of proposed fills, embankments will be reviewed for potential transitional surface penetrations that could impact existing approach procedures.
- Coordinate with ADO for relevant Flight Procedures reviews and provide necessary documentation.

Result:

- The CONSULTANT will submit documents to GJRA and FAA OE/AAA system. For the purposes of scoping, it is assumed that up to five (5) Airspace Reviews and 7460 submissions will be performed by the CONSULTANT.
- The CONSULTANT will submit Construction Safety and Phasing Plan as included in section 2026-03.5 above.

#### **2026-05.7 Design Coordination with GJRA and FAA**

Methodology: CONSULTANT will coordinate with the project team, GJRA, FAA, CDOT, and other applicable agencies to perform the work elements.

Meetings:

- The predesign teleconference is inclusive to Task 2026-03.
- The CONSULTANT will conduct two (2) design review meetings with GJRA and FAA to solicit input on the 95% efforts. The meetings will take place at GJRA and be attended by three (3) staff and require air travel and overnight. Each design review will last three (3) hours.

Each meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- The CONSULTANT will prepare meeting summaries for the predesign conference and design review meetings and provide to GJRA and the FAA.

#### **2026-05.8 95% Design**

Methodology: Based upon the feedback received in the review of the 65% Runway Transition and Taxiway Conversion Design, design development will move forward to 95% design. The 95% design package is intended to be 100% complete design for FAA and GJRA review.

The following services are required to complete the final design:

- Prepare Final Surface Drainage Analysis and Final Storm Drainage Design  
The design models and designs will be advanced to a final design for the regional stormwater improvements included with this scope of services. A Memo amendment to the Final Drainage Report will be prepared with this task. An unstamped draft will be submitted to GJRA, City of Grand Junction and Mesa County with the 95% design submittal for review.
- Erosion Control Plan  
The CONSULTANT will develop an Erosion Control Plan that is in accordance with best management practices. The plan will include types of erosion control measures recommended for the site, in addition to information needed for the NPDES permitting application. The Plan is expected to include (but not limited to):
  - Project Location
  - Size of Disturbance of Project
  - Amount of Impervious Surface
  - Hydrologic Classification of Site
  - Receiving Waters
  - Site Drainage OverviewThe CONSULTANT will prepare and submit a Construction Stormwater Management Plan along with the Erosion Control Plan to Mesa County to obtain coverage under the CDHPE storm water general permit for the construction activities.
- Prepare Project Specific Specification Adjustments  
The CONSULTANT will prepare a Request for Project Specific Specification Adjustments of Federal Construction Standards. Copies will be forwarded to the FAA along with final plans, contract documents, specifications, and Engineer's Report. Project Specific Specification Adjustments will be included in the Final Engineering Design Report.
- Update Plans to 95%
- Update Specifications to 95%
- Update Engineering Report and Cost Estimate to 95%

Meetings:

- The CONSULTANT will conduct two (2) design review meetings with GJRA and FAA to solicit input on the 95% efforts. The meetings will take place at GJRA and be attended by two (2) staff and require air travel and overnight. Each design review will last three (3) hours.
- The CONSULTANT will conduct three (3) additional coordination meetings at GJRA for resolution of comments provided during plan reviews. The meetings will be attended by two (2) staff and be incorporated into other planned trips. Each meeting will last approximately two (2) hours.
- The CONSULTANT will conduct one (1) meeting with GJRA, the City of Grand Junction and Mesa County on site to review the Final Drainage Report draft (95% design). The meetings will take place at the City of Grand Junction Offices and be attended by three (3) staff and require air travel and overnight. Each design review will last three (3) hours.

Each meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- The Consultant will provide electronic copies (PDF Format) sets of the design review package which will include:

- Review Plan set – 11"x17"
- Contract Documents and Technical Specifications
- Engineering Design Report
- Draft Final Drainage Report
- The Consultant will prepare meeting minutes from the 95% design review meeting to document design direction revisions. Minutes will be distributed to meeting attendees and to those parties provided the 95% design package.

### **2026-05.9 Final Design**

Methodology: Based upon the feedback received in the review of the 95% FY2026 Runway Transition and Taxiway Conversion Schedule 1, 2 and 3 documents will move forward to final design. Comments on the 95% design will be addressed and a final design package prepared.

The following services are required to complete the final design:

- Prepare Final Surface Drainage Analysis and Final Storm Drainage Design  
Upon receipt of any review comments, the Final Drainage Report, and models or design components as required, will be updated and finalized. The Final design submittal will include a Final Drainage Report stamped by a licensed professional engineer for certification by GJRA.
- Prepare and Submit Final Plans, Specifications and Contract Documents  
A final set of plans, specifications and contract documents will be prepared which incorporates revisions, modifications and corrections determined during GJRA and FAA review of the 95% submittal.
- Prepare and Submit Final Engineering Design Report and Estimated Cost Estimate  
Using the final quantities calculated following the preparation of the plans and specifications, the CONSULTANT will prepare the construction cost estimate. The estimate will be based on information obtained from previous projects, contractors, material suppliers, and databases.

Result:

- The Consultant will provide electronic copies (PDF Format) sets of the design review package which will include:
  - Plan set – 11"x17"
  - Contract Documents and Technical Specifications
  - Engineering Design Report
  - Draft Final Drainage Report
  - Final Drainage Report
  - Construction Stormwater Management Plan

## **TASK 2026-06 BIDDING RUNWAY TRANSITION AND TAXIWAY CONVERSION SCHEDULES 1, 2, AND 3**

Description: This task details the bid administration services to be provided by CONSULTANT for yearly construction projects as part of the overall Runway 11/29 Relocation Program. This bidding element is intended to encompass efforts generally required for an up to five-week bidding duration for civil works for GJRA in coordination with the Denver FAA ADO. Communications with bidders after bid opening is excluded.

Projects are generally expected to include the elements listed below and incorporate up to three (3) schedules including grading, drainage, paving, drainage, and electrical.

This project will be funded by an FAA Airport Improvement Program (AIP) grant. Construction for the project is anticipated to begin in Fall of 2026.

The scope of services to be provided by CONSULTANT is described in the phase and tasks as follows:

### **2026-06.1 Prepare Advertisement for Bids**

Required advertisement dates and bidding dates will be established. CONSULTANT will prepare the Advertisement in conformance with FAA and local standards and submit a copy of the advertisement to the SPONSOR. The SPONSOR shall arrange for the legal advertising in conformance with local standards and shall pay for the associated cost of advertising. The CONSULTANT shall coordinate with the SPONSOR for online publishing.

### **2026-06.2 Bid Documents Distribution**

CONSULTANT shall prepare and provide bid documents to the SPONSOR for uploading to their preferred bidding platform. Notes are expected to direct all questions to the CONSULTANT. Bidders will be responsible for submitting their bids to the Authority similar to previous projects.

### **2026-06.3 Respond to Bidders Questions**

During the bidding process, the CONSULTANT will be available to clarify bidding issues with contractors and suppliers, and for consultation with the various entities associated with the project. This item also includes contacting bidders to generate interest in the project. It is assumed coordination with local jurisdictions will be accomplished as well as teaming partners as questions arise to ensure collaborated responses. Potential stakeholders include FAA Air Traffic, and City of Grand Junction.

### **2026-06.4 Prepare and Distribute Addenda**

CONSULTANT will issue up to three (3) bid addenda as appropriate to interpret, clarify, or change the bidding documents as required by GJRA or the FAA. Addenda will be made available to the plan holders electronically via the SPONSOR and their designated bidding site. Any addenda that are significant revisions to scope, will be considered as extra services, and the CONSULTANT will be reimbursed for this effort as an amendment to this contract.

### **2026-06.5 Pre-Bid Conference**

The CONSULTANT will arrange for and conduct one (1) Pre-Bid Conference. The Project Manager and Project Engineer will attend and conduct the Pre-Bid Conference with potential contractors and the SPONSOR to review the project and answer questions. The conference will be conducted at GJRA and will include a site inspection.

#### Meetings

- The CONSULTANT will perform one (1) site visit for the pre-bid conference at GJRA and be attended by two (2) staff members. This meeting will require air travel and overnight lodging.

Each meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

#### Result

- Meeting minutes will be prepared and distributed.

#### **2026-06.6 Bid Opening**

CONSULTANT will attend the bid opening at the site, as identified in the Bid Advertisement and process the bid documents.

#### Meetings

- The CONSULTANT will perform one (1) site visit for the bid opening at GJRA and be attended by one (1) staff member. This meeting will require air travel and overnight lodging.

Each meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

#### **2026-06.7 Bid Review and Bid Tabulation**

The CONSULTANT will advise SPONSOR as to the acceptability of any subcontractors, suppliers, and other persons and organizations proposed by the bidders and as to the acceptability of substitute materials and equipment proposed by bidders. The CONSULTANT will prepare a spreadsheet that includes all bid items for evaluating the lowest bidder. The CONSULTANT will input the as-bid unit prices into the spreadsheet and verify mathematical computations of the bids. The CONSULTANT will then provide recommendations to the SPONSOR as to the name of the Apparent Low Bidder.

#### **2026-06.8 Prepare Recommendation for Award**

The CONSULTANT will prepare a Recommendation of Award for the SPONSOR to accept or reject the bids as submitted. If rejection is recommended, the CONSULTANT will supply an explanation for their recommendation and possible alternative actions that the SPONSOR can pursue to complete the project. Once the Contract Award is made, the CONSULTANT will distribute the bid tabulations at request of the SPONSOR.

#### Result:

- Advertisement for Bids
- Bid Documents – available electronically
- Pre-Bid Conference Agenda
- Pre-Bid Meeting Minutes
- Bid Addenda
- Bid Tabulation – Three (3) copies and electronic files.
- Recommendation for Award – Three (3) copies and electronic files.



## **TASK 2026-07 FY2026 ELECTRICAL EQUIPMENT PROCUREMENT**

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Description: On-site design/construction elements are organized to allow for a phased implementation of Program goals coordinated to work with available funding.

Building upon the design work completed in the overall 60% design package, Runway 95% Pavement Design, and Runway Transition and Taxiway Conversion 95% Design, work will be packaged to meet available FAA funding in FY2027 and FY2028. This effort is limited to design.

Design work currently contemplated for this task includes:

- Electrical Equipment Procurement for Runway Edge Lighting, Taxiway Edge Lighting and Runway/Taxiway Signage

This design includes development of multiple schedules for a single bid package.

### **Schedule 1**

FY2028 Equipment Delivery – Deliver Required Electrical Fixtures for FY2026 Runway Transition and Taxiway Conversion.

### **Schedule 2**

FY2029 Equipment Delivery – Deliver Required Electrical Fixtures for FY2027 Taxiway Conversion.

Assumptions include:

- Overall 60% Design, Runway 95% Pavement Design, and Runway Transition and Taxiway Conversion 95% Design will be utilized to provide significant components of design analysis.

It is expected that these schedules will be ready for bidding in April 2026 pending FAA funding.

The following elements will be performed to develop a package for GJRA and FAA review in preparation for bidding.

### **2026-07.1 Prepare Contract Documents and Technical Specifications (95%)**

Methodology: The CONSULTANT will assemble the contract documents and technical specifications necessary for the intended work, per below. Standard FAA specifications will be utilized where possible. Additional specifications will be prepared to address work items and materials not covered by the FAA specifications.

- Prepare contract documents  
The CONSULTANT will prepare the contract documents based on the “Front End” preliminary contract documents developed as part of 2017 Fiscal Year Design Services as appropriate. Project specific revisions will be performed and coordinated with GJRA for review.
- Prepare preliminary special provisions  
The CONSULTANT will utilize special provisions developed under 2017 Fiscal Year Design Services Tasks with markups.
- Prepare technical specifications  
L-125 Installation of Airport Lighting Systems

The CONSULTANT will calculate necessary quantities for the work items. Quantities will be consistent with the specifications and acceptable quantity calculation practices. Changes to FAA specification or

additional specifications will be coordinated with the FAA for a possible Modification Of Standard (MOS) prior to bidding.

### **2026-07.2 Design Coordination with GJRA and FAA**

Methodology: CONSULTANT will coordinate with the project team, GJRA, FAA, CDOT, and other applicable agencies to perform the work elements.

Meetings:

- The predesign teleconference is inclusive to Task 2026-03.
- The CONSULTANT will conduct two (2) design review meetings with GJRA and FAA to solicit input on the 95% efforts. The meetings will take place at GJRA and be attended by three (3) staff and require air travel and overnight. Each design review will last three (3) hours.

Each meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- The CONSULTANT will prepare meeting summaries for the predesign conference and design review meetings and provide to GJRA and the FAA.

### **2026-07.3 95% Design**

Methodology: Based upon the feedback received in the review of the Runway Transition and Taxiway Conversion design development will move forward to 95% design. The 95% design package is intended to be 100% complete design for FAA and GJRA review.

The following services are required to complete the final design:

- Prepare Project Specific Specification Adjustments  
The CONSULTANT will prepare a Request for Project Specific Specification Adjustments of Federal Construction Standards. Copies will be forwarded to the FAA along with final plans, contract documents, specifications, and Engineer's Report. Project Specific Specification Adjustments will be included in the Final Engineering Design Report.
- Update Specifications to 95%
- Update Cost Estimate to 95%

Meetings:

- Review meetings will be concurrent with 2026-5.

Result:

- The Consultant will provide electronic copies (PDF Format) sets of the design review package which will include:
  - Contract Documents and Technical Specifications
  - Cost Estimate

### **2026-07.4 Final Design**

Methodology: Based upon the feedback received in the review of the 95% Runway Transition and Taxiway Conversion and Electrical Procurement, documents will move forward to final design. Comments on the 95% design will be addressed and a final design package prepared.

The following services are required to complete the final design:

- Prepare and Submit Final Specifications and Contract Documents  
A final set of specifications and contract documents will be prepared which incorporates revisions, modifications and corrections determined during GJRA and FAA review of the 95% submittal.
- Prepare and Submit Estimated Cost Estimate  
Using the final quantities calculated following the preparation of the plans and specifications, the CONSULTANT will prepare the construction cost estimate. The estimate will be based on information obtained from previous projects, contractors, material suppliers, and databases.

Result:

- The Consultant will provide electronic copies (PDF Format) sets of the design review package which will include:
  - Contract Documents and Technical Specifications
  - Cost Estimate

## **TASK 2026-08 BIDDING FY2026 ELECTRICAL EQUIPMENT PROCUREMENT**

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Description: This task details the bid administration services to be provided by CONSULTANT for yearly construction projects as part of the overall Runway 11/29 Relocation Program. This bidding element is intended to encompass efforts generally required for an up to five-week bidding duration for civil works for GJRA in coordination with the Denver FAA ADO. Communications with bidders after bid opening is excluded.

This design includes development of multiple schedules for a single bid package.

This project will be funded by an FAA Airport Improvement Program (AIP) grant. Construction for the project is anticipated to begin in Summer of 2026.

The scope of services to be provided by CONSULTANT is described in the phase and tasks as follows:

### **2026-08.1 Prepare Advertisement for Bids**

Required advertisement dates and bidding dates will be established. CONSULTANT will prepare the Advertisement in conformance with FAA and local standards and submit a copy of the advertisement to the SPONSOR. The SPONSOR shall arrange for the legal advertising in conformance with local standards and shall pay for the associated cost of advertising. The CONSULTANT shall coordinate with the SPONSOR for online publishing.

### **2026-08.2 Bid Documents Distribution**

CONSULTANT shall prepare and provide bid documents to the SPONSOR for uploading to their preferred bidding platform. Notes are expected to direct all questions to the CONSULTANT. Bidders will be responsible for submitting their bids to the Authority similar to previous projects.

### **2026-08.3 Respond to Bidders Questions**

During the bidding process, the CONSULTANT will be available to clarify bidding issues with contractors and suppliers, and for consultation with the various entities associated with the project. This item also includes contacting bidders to generate interest in the project. It is assumed coordination with local jurisdictions will be accomplished as well as teaming partners as questions arise to ensure collaborated responses. Potential stakeholders include FAA Air Traffic, and City of Grand Junction.

### **2026-08.4 Prepare and Distribute Addenda**

CONSULTANT will issue up to three (3) bid addenda as appropriate to interpret, clarify, or change the bidding documents as required by GJRA or the FAA. Addenda will be made available to the plan holders electronically via the SPONSOR and their designated bidding site. Any addenda that are significant revisions to scope, will be considered as extra services, and the CONSULTANT will be reimbursed for this effort as an amendment to this contract.

### **2026-08.5 Pre-Bid Conference**

The CONSULTANT will arrange for and conduct one (1) Pre-Bid Conference. The Project Manager and Project Engineer will attend and conduct the Pre-Bid Conference with potential contractors and the SPONSOR to review the project and answer questions. The conference will be conducted at GJRA and will include a site inspection.

#### **Meetings**

- The CONSULTANT will perform one (1) site visit for the pre-bid conference at GJRA and be

attended by two (2) staff members. This meeting will require air travel and overnight lodging.

Each meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result

- Meeting minutes will be prepared and distributed.

**2026-08.6 Bid Opening**

CONSULTANT will attend the bid opening at the site, as identified in the Bid Advertisement and process the bid documents.

Meetings

- The CONSULTANT will perform one (1) site visit for the bid opening at GJRA and be attended by one (1) staff member. This meeting will require air travel and overnight lodging.

Each meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

**2026-08.7 Bid Review and Bid Tabulation**

The CONSULTANT will advise SPONSOR as to the acceptability of any subcontractors, suppliers, and other persons and organizations proposed by the bidders and as to the acceptability of substitute materials and equipment proposed by bidders. The CONSULTANT will prepare a spreadsheet that includes all bid items for evaluating the lowest bidder. The CONSULTANT will input the as-bid unit prices into the spreadsheet and verify mathematical computations of the bids. The CONSULTANT will then provide recommendations to the SPONSOR as to the name of the Apparent Low Bidder.

**2026-08.8 Prepare Recommendation for Award**

The CONSULTANT will prepare a Recommendation of Award for the SPONSOR to accept or reject the bids as submitted. If rejection is recommended, the CONSULTANT will supply an explanation for their recommendation and possible alternative actions that the SPONSOR can pursue to complete the project. Once the Contract Award is made, the CONSULTANT will distribute the bid tabulations at request of the SPONSOR.

Result:

- Advertisement for Bids
- Bid Documents – available electronically
- Pre-Bid Conference Agenda
- Pre-Bid Meeting Minutes
- Bid Addenda
- Bid Tabulation – Three (3) copies and electronic files.
- Recommendation for Award – Three (3) copies and electronic files.

## **TASK 2026-09 AERONAUTICAL OBSTRUCTION SURVEY – NEW RUNWAY 12/30 DESIGN**

Description: This summary of work describes our understanding of the scope of work and services required to complete an aeronautical obstruction survey at the Grand Junction Regional Airport (GJT) located in Grand Junction, CO. The project will be done in compliance with Airports GIS Program policies and will include an airport airspace analysis for vertically guided operations for proposed Runway 12/30 and existing Runway 4/22. The Advisory Circulars identified below detail the data collection requirements and accuracies for the project and the verification process by the Federal Aviation Administration (FAA) and the National Geodetic Survey (NGS).

- AC 150/5300-16B “General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey”
- AC 150/5300-17C, Change 1 “Standards for Using Remote Sensing Technologies in Airport Surveys”
- AC 150/5300-18B, Change 1 “General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards”

### **2026-09.01 FAA Airport Airspace Analysis Survey**

The purpose of this project is to accomplish an FAA Airport Airspace Analysis Survey for all surfaces defined in FAA Advisory Circular 150/5300 - 18B: Section 2.7.1.1 Runways with Vertical Guidance. In addition, and per FAA Policy Guidance issued 9/22/22, we will be evaluating, updating, and/or incorporating the Obstacle Authoritative Source (OAS) obstacle data (1,326 existing objects in OAS within 18B surfaces) as part of this project. CONSULTANT will be responsible for any updates to the OAS data using the FAA’s Runway Airspace Management tool. For this project, we will acquire new vertical stereo digital imagery at a physical image scale of 1”=2,500’ of the obstruction surface areas and 1”= 1,250’ of the runway centerline. The aerial imagery will cover all of the VG Airspace Analysis surfaces using a UltraCam Falcon Prime (UCFp), or comparable, during leaf-on conditions.

From the 1”= 2,500’ imagery, we will produce the following:

- Limited landmark feature planimetric mapping
- Color digital orthophotos with a 1.0’ pixel resolution
- Identification and mapping of obstruction obstacles for all of the VG surfaces

From the 1”= 1,250’ imagery, we will produce the following:

- Identification and mapping of obstruction obstacles for the VGRPS, VGPCS, & VGPS

The online SOW will be prepared during project initiation with input from the Airport, Mead & Hunt and NV5 Geospatial. NV5 Geospatial will be responsible for preparation and submittal of the Survey and Quality Control Plan, Imagery Acquisition Plan, Imagery Acquisition Report, Final Project Report and all associated data files as required for submission to the FAA Airport Data and Information Portal (ADIP).

### **Quality Standards**

The project has been designed to conform to the National Map Accuracy Standards for limited landmark planimetric feature collection and twelve-inch orthophoto production. In addition, we ensure that the photogrammetric mapping will meet all FAA and NGS standards. We will exercise reasonable care and will conform to the standards of practice ordinarily used by the photogrammetric profession.

### **Project Area**

The project area encompasses all of Grand Junction Regional Airport (GJT) inclusive of the obstruction

surfaces as defined in AC 150/5300-18B.

#### Control Surveying

The aerial photography will be completed with ABGPS control which will be used for the base control for the geo-referencing of the aerial imagery. NV5 Geospatial will process the ABGPS data using COR stations and reference it to the project control datums:

- Horizontal: North American Datum of 1983/2011 (NAD 83(2011)), in the CO State Plane Coordinate System, Central zone in US survey feet.
- Vertical: North American Vertical Datum of 1988 (NAVD 88)

CONSULTANT will complete all of the remaining on-site ground control surveys, including:

- Geodetic control validation of the existing airport PACS and SACS stations or establish temporary airport control according to the guidelines established in AC 150/5300-16B
- Establishing all necessary photo-identifiable ground control and FAA mandated check-points required to validate the ABGPS and IMU control.
- Collection of all the airport runway end positions
- Collection of vertical profiles for all runways
- Collection of the position, elevation, and where required the appropriate navigational aid perpendicular point of all electronic and visual navigational aids (NAVAIDS) located on the airport and associated with any current instrument approach servicing the airport
- All other tasks, not specifically listed above, as outlined in FAA AC-18B, Table 2-1 "Survey Requirements Matrix for Instrument Procedure Development."

#### Orthophoto Mapping

CONSULTANT will use the control solution and imagery to generate a Digital Elevation Model (DEM) of the VG surfaces. For this project, the imagery will be processed into color digital orthophotos using the aforementioned DEM to rectify the images. Orthophotos for the entire project area will be developed with a 1.0' pixel resolution. Orthos will be delivered in a GeoTIFF file format.

#### 18B Obstruction Surveys

The Obstructions Surfaces to be uploaded to ADIP will satisfy the requirements of AC 150/5300-18B:

- 2.7.1.2 Analysis of proposed Runway 12/30 with Vertically Guided Operations (Surfaces include the VGRPS, VGPCS, VGAS, VGPS, VGATS, VGHS and VGCS)

#### Other Obstruction Surveys

Other obstructions to be provided directly to Mead & Hunt include:

- Existing Runway 4/22 – 18B VG – Vertically Guided
- Existing Runway 4/22 – Part 77 – PIR
- Existing Runway 4/22 – AC-13B – Surface 5 (34:1), Surface 6 & Surface 7
- Future Runway 12/30 – Part 77 – NPIR (C)
- Future Runway 12/30 – AC-13B – Surface 5 (34:1), Surface 6 & Surface 7
- Spot elevations on objects in the RPZs

The specific types and quantities of obstructions for each surface are outlined and clearly defined for the particular surface in each circular section. Any obstructions that meet the requirement of the circular but are of a nature that elevations at the highest point of the obstruction are virtually impossible to read

through photogrammetric methods (cell tower, electrical tower, etc.), will be identified and relayed to the surveyor to initiate field surveyed elevations for the obstruction.

The obstruction delivery will include the limited landmark planimetric feature collection. The final data will be uploaded to ADIP in ESRI Shapefile format.

#### Production Schedule

CONSULTANT will work with you to finalize a mutually agreeable schedule for the project after FAA Control Plan approvals. We will make a reasonable effort to maintain the agreed-upon schedule. However, should the project be interrupted by technical problems beyond our control, including control deficiencies or map file re-deliveries rescheduling may become necessary.

#### Deliverables

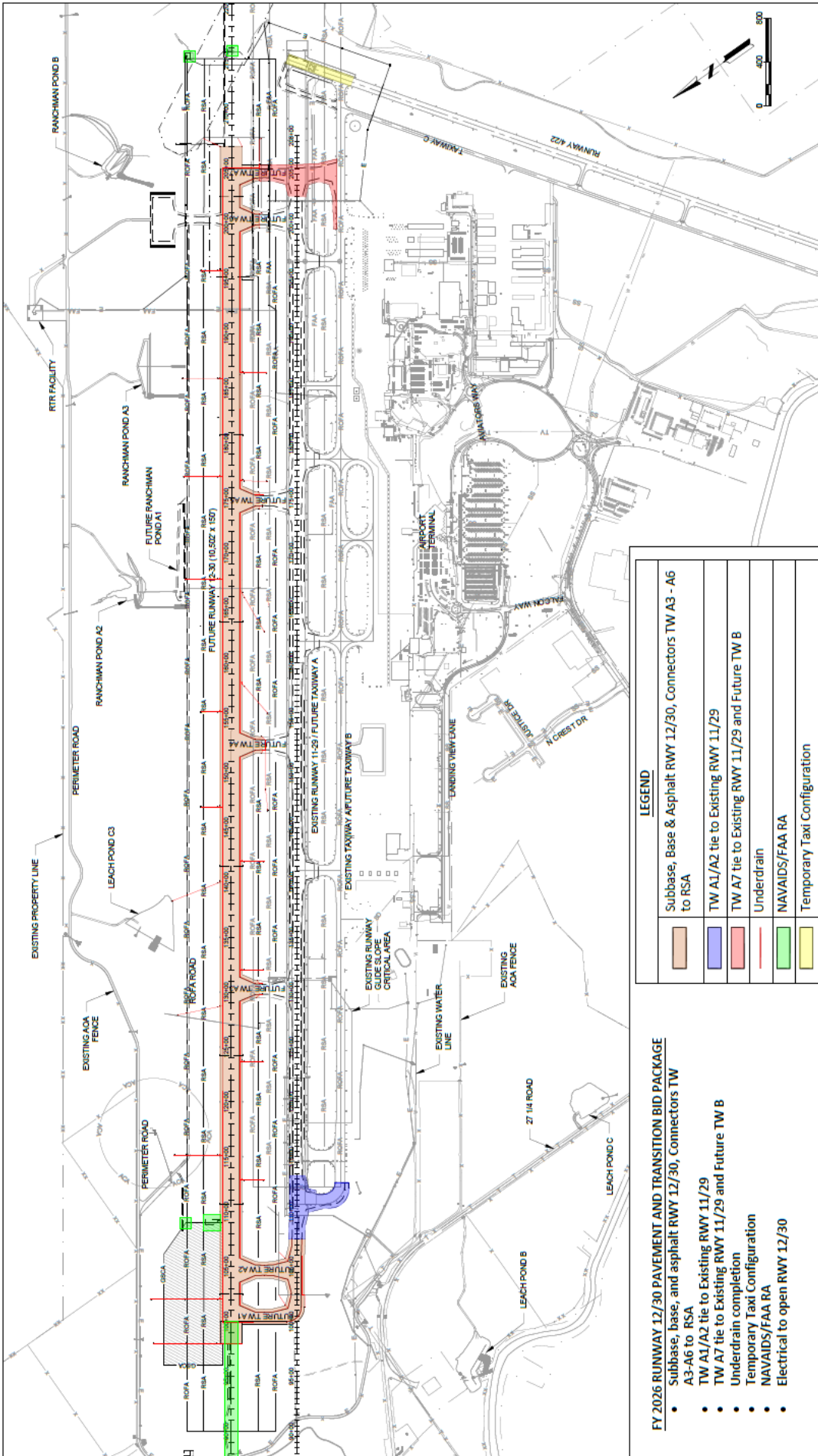
CONSULTANT will submit all data collected and associated required deliverable in the formats specified in the appropriate advisory circulars to the FAA Office of Airports, Airports Surveying-GIS Program. All data submissions to the FAA will be through the program's web site at <https://adip.faa.gov/agis/portal>.

The AC 150/5300-17C project data deliveries that will not be submitted through the web site will be delivered on external hard drives or DVDs. The 18B deliverables that will be uploaded to ADIP include:

- Imagery Plan and Survey and Quality Control Plan
- Image Delivery (sent to FAA)
- Digital limited landmark detail outside the airport
- Obstruction survey data for proposed Runway 12/30
- Photogrammetrically derived attributes in defined format
- Surveyed ends and profile for each runway
- NAVAID data
- FGDC compliant metadata
- Final Report

All digital files will be delivered on external hard drive, FTP or CD/DVD.





**LEGEND**

|  |   |
|--|---|
|  | Subbase, Base & Asphalt RWY 12/30, Connectors TW A3 - A6 to RSA |
|  | TW A1/A2 tie to Existing RWY 11/29                              |
|  | TW A7 tie to Existing RWY 11/29 and Future TW B                 |
|  | Underdrain  |
|  | NAVAIDS/FAA RA  |
|  | Temporary Taxi Configuration                                    |

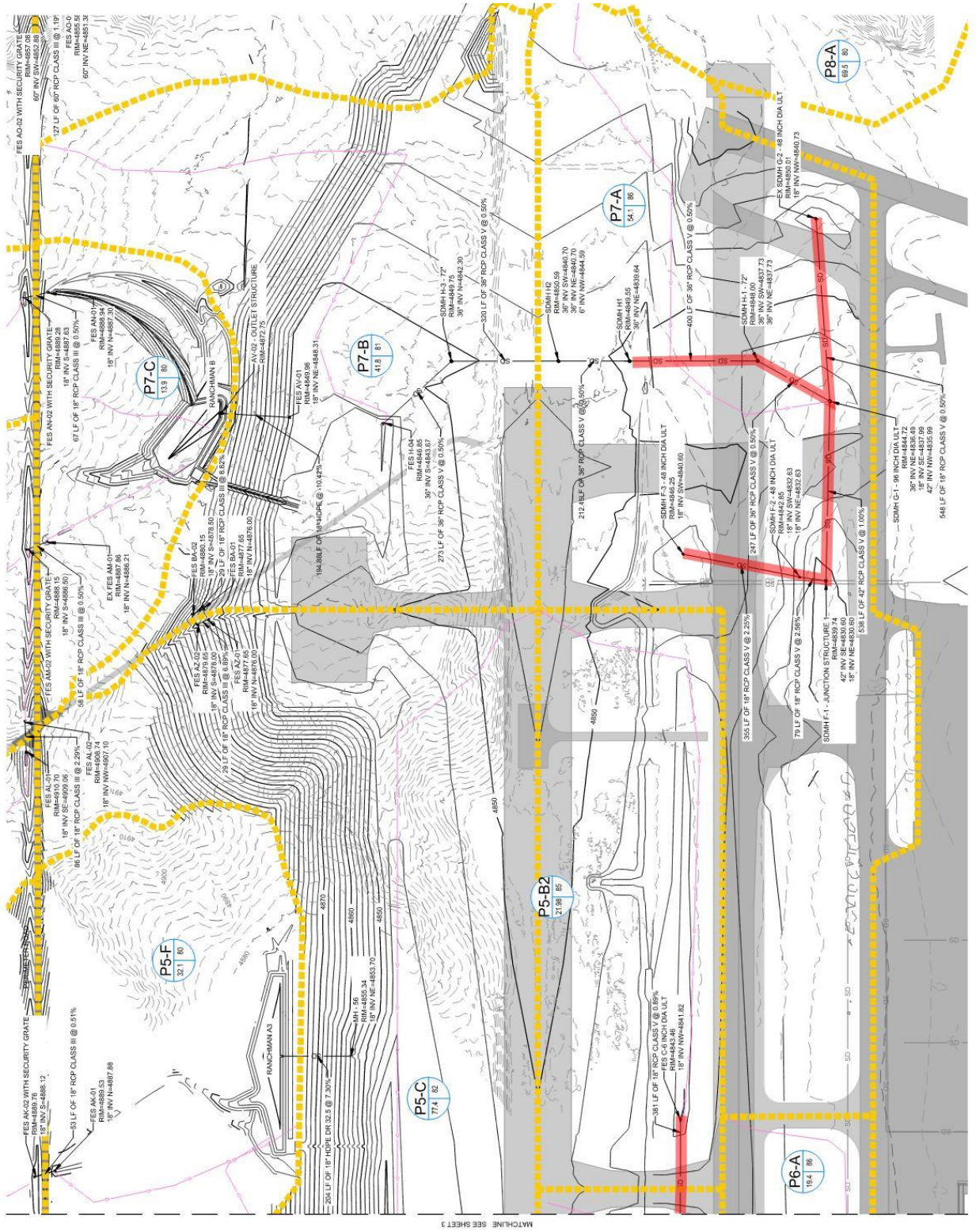
**FY 2026 RUNWAY 12/30 PAVEMENT AND TRANSITION BID PACKAGE**

- Subbase, base, and asphalt RWY 12/30, Connectors TW A3-A6 to RSA
- TW A1/A2 tie to Existing RWY 11/29
- TW A7 tie to Existing RWY 11/29 and Future TW B
- Underdrain completion
- Temporary Taxi Configuration
- NAVAIDS/FAA RA
- Electrical to open RWY 12/30

GRAND JUNCTION REGIONAL AIRPORT

FY 2026 RUNWAY 12/30 PAVEMENT AND TRANSITION BID PACKAGE

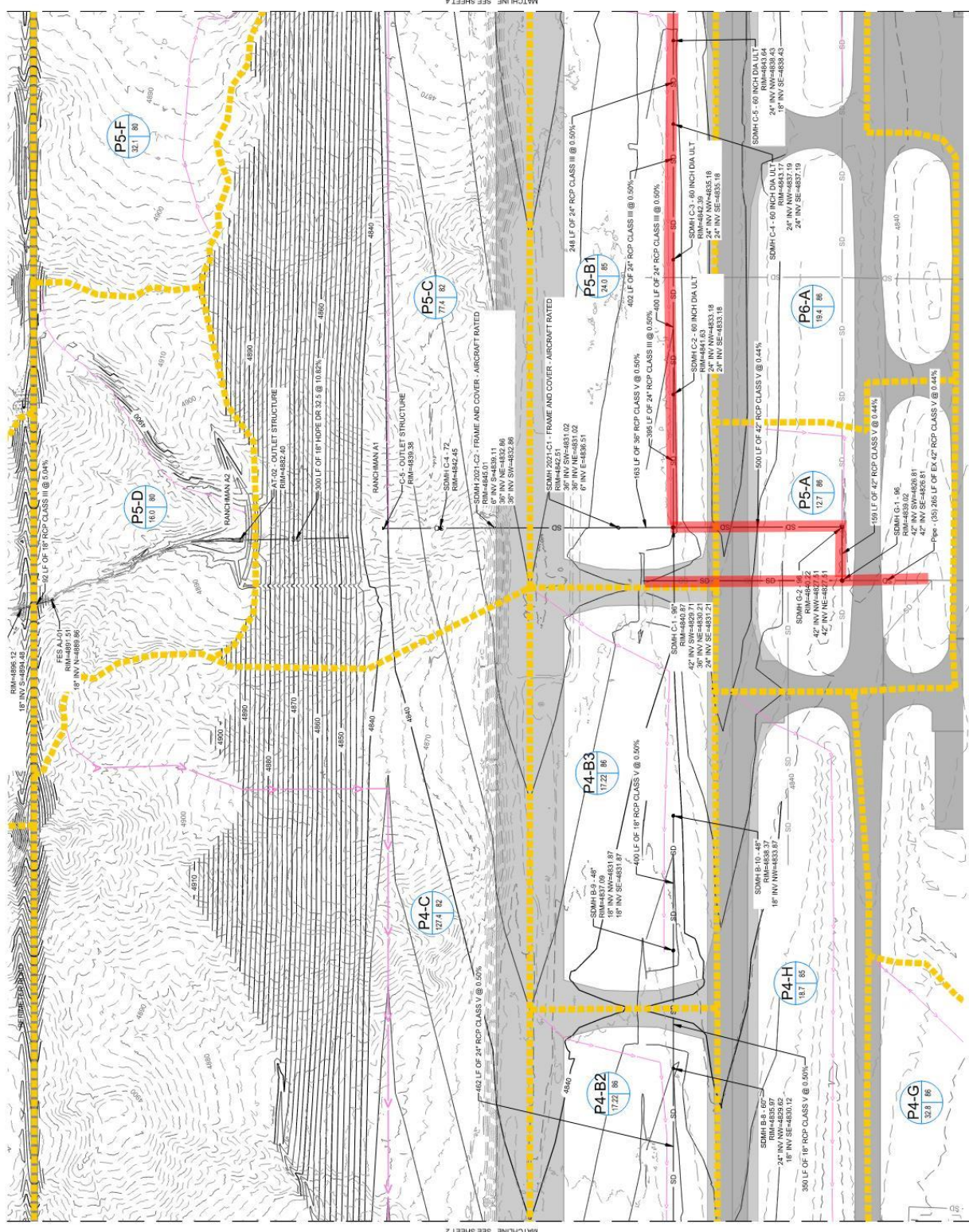




MATCHLINE SEE SHEET 3

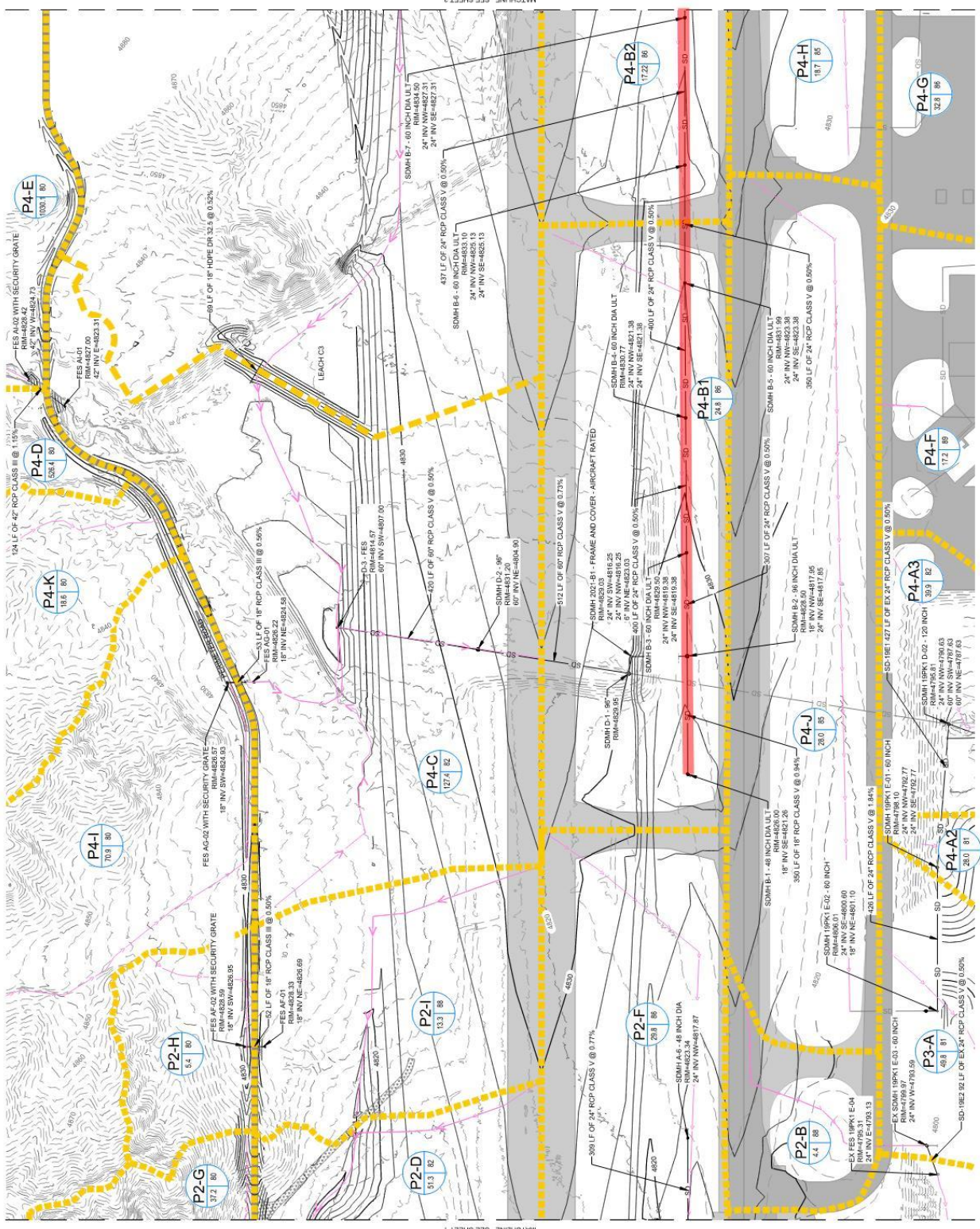
Exhibit F - Ultimate Condition Basin Map  
SHEET 4 OF 4





MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4



MATCHLINE SEE SHEET 1

MATCHLINE SEE SHEET 3



**EXHIBIT B**  
**Grand Junction Regional Airport**  
**Runway 12/30 New Runway Program**  
**Fiscal Year 2026 Engineering Services**

| Task  | Mead & Hunt | Jacobs     | Ground    | River City Consultants | NV5        | Total               | Terms     |
|---|-------------|------------|-----------|------------------------|------------|---------------------|-----------|
| <b>2026-01 PROJECT MANAGEMENT</b>   |             |            |           |                        |            |                     | <b>LS</b> |
| Subtotal - Labor  | \$ 70,698   | \$ 41,528  | \$ -      | \$ -                   | \$ -       | \$ 112,226          |           |
| Subtotal - Expense  | \$ 10,536   | \$ 5,736   | \$ -      | \$ -                   | \$ -       | \$ 16,272           |           |
| <b>2026-02 RUNWAY TRANSITION AND TAXIWAY CONVERSION PRE-DESIGN ELEMENTS</b>           |             |            |           |                        |            |                     | <b>LS</b> |
| Subtotal - Labor  | \$ 32,988   | \$ -       | \$ -      | \$ -                   | \$ -       | \$ 32,988           |           |
| Subtotal - Expense  | \$ 2,634    | \$ -       | \$ -      | \$ -                   | \$ -       | \$ 2,634            |           |
| <b>2026-03 RUNWAY TRANSITION AND TAXIWAY CONVERSION 95% DESIGN</b>                    |             |            |           |                        |            |                     | <b>LS</b> |
| Subtotal - Labor  | \$ 771,856  | \$ 92,907  | \$ 9,730  | \$ 48,056              | \$ -       | \$ 922,549          |           |
| Subtotal - Expense  | \$ 23,676   | \$ -       | \$ 23,170 | \$ 3,050               | \$ -       | \$ 49,896           |           |
| <b>2026-04 UTILITY COORDINATION</b>   |             |            |           |                        |            |                     | <b>LS</b> |
| Subtotal - Labor  | \$ 25,985   | \$ -       | \$ -      | \$ -                   | \$ -       | \$ 25,985           |           |
| Subtotal - Expense  | \$ 7,024    | \$ -       | \$ -      | \$ -                   | \$ -       | \$ 7,024            |           |
| <b>2026-05 FY2026 RUNWAY TRANSITION AND TAXIWAY CONVERSION SCHEDULES 1, 2, AND 3</b>  |             |            |           |                        |            |                     | <b>LS</b> |
| Subtotal - Labor  | \$ 640,139  | \$ 109,106 | \$ -      | \$ 7,284               | \$ -       | \$ 756,529          |           |
| Subtotal - Expense  | \$ 27,076   | \$ -       | \$ -      | \$ -                   | \$ -       | \$ 27,076           |           |
| <b>2026-06 BIDDING RUNWAY TRANSITION AND TAXIWAY CONVERSION SCHEDULES 1, 2, AND 3</b> |             |            |           |                        |            |                     | <b>LS</b> |
| Subtotal - Labor  | \$ 47,368   | \$ 10,120  | \$ -      | \$ -                   | \$ -       | \$ 57,488           |           |
| Subtotal - Expense  | \$ 6,912    | \$ -       | \$ -      | \$ -                   | \$ -       | \$ 6,912            |           |
| <b>2026-07 FY2026 ELECTRICAL EQUIPMENT PROCUREMENT</b>                                |             |            |           |                        |            |                     | <b>LS</b> |
| Subtotal - Labor  | \$ 14,286   | \$ 16,412  | \$ -      | \$ -                   | \$ -       | \$ 30,698           |           |
| Subtotal - Expense  | \$ 150      | \$ -       | \$ -      | \$ -                   | \$ -       | \$ 150              |           |
| <b>2026-08 BIDDING FY2026 ELECTRICAL EQUIPMENT PROCUREMENT</b>                        |             |            |           |                        |            |                     | <b>LS</b> |
| Subtotal - Labor  | \$ 11,901   | \$ 7,574   | \$ -      | \$ -                   | \$ -       | \$ 19,475           |           |
| Subtotal - Expense  | \$ 3,662    | \$ -       | \$ -      | \$ -                   | \$ -       | \$ 3,662            |           |
| <b>2026-09 AERONAUTICAL OBSTRUCTION SURVEY – NEW RUNWAY 12/30 DESIGN</b>              |             |            |           |                        |            |                     | <b>LS</b> |
| Subtotal - Labor  | \$ 12,147   | \$ -       | \$ -      | \$ -                   | \$ -       | \$ 12,147           |           |
| Subtotal - Expense  | \$ -        | \$ -       | \$ -      | \$ -                   | \$ 127,233 | \$ 127,233          |           |
| <b>Total</b>  |             |            |           |                        |            | <b>\$ 2,210,944</b> |           |



**Grand Junction Regional Airport Authority**  
Agenda Item Summary

|                 |   |
|-----------------|---|
| TOPIC:          | Garver Task Order No. 19 – FY 2025 Runway Design Coordination and Program Management.   |
| PURPOSE:        | Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>   |
| RECOMMENDATION: | Approve Garver Task Order No. 19 No. for \$360,800 to provide long-range program management support and runway design coordination for calendar year 2025-2026 for the ongoing runway replacement program and authorize the Executive Director to sign the Task Order.  |
| SUMMARY:        | <p>This task order represents engineering services to be performed by Garver as the program manager and owner’s representative to the Airport in conjunction with the Mead &amp; Hunt runway design and project bidding. The specific tasks to be completed include:</p> <ul style="list-style-type: none"><li>• Long-range program management including leading the coordination with other agencies including, the FAA Airport District Office and Air Traffic Organization, the City of Grand Junction, Mead &amp; Hunt, and GJRAA.</li><li>• 2025 Pavement Design Coordination represents Garver’s quality control review, constructability analysis, and stakeholder coordination related to Mead &amp; Hunt’s FY 2026 Engineering Services scope of work occurring during calendar years 2025 and 2026.</li></ul> <p>The scope of work was reviewed with the FAA to minimize overlap of services between Garver and Mead &amp; Hunt and to maximize grant eligibility. Additionally, GJRAA staff worked with Crawford, Murphy, &amp; Tilly Inc. to complete an independent fee estimate (IFE) to evaluate the proposed hours and project cost from Garver for this project. The proposed fee from Garver was reasonable based on FAA guidelines.</p> <p>Of the total estimated fee, \$319,208 is estimated to be AIP eligible be funded 95% by a future Airport Improvement Program grant with a 5% local match from the Authority, and \$41,492 is estimated to be ineligible and is expected to be funded by GJRAA.</p> |
| REVIEWED BY:    | Executive Director and Legal Counsel  |
| FISCAL IMPACT:  | <b>Total Cost - \$360,800</b><br>FAA funded through AIP grant – \$303,343<br>GJRAA Local AIP Grant Match & Ineligible Work - \$57,457   |
| ATTACHMENTS:    | Garver Task Order No 19   |
| STAFF CONTACT:  | Angela Padalecki<br><a href="mailto:apadalecki@gjairport.com">apadalecki@gjairport.com</a><br>Office: 970-248-8588  |



**TASK ORDER NO. 19**  
**Program Manager Professional Services Agreement**  
**Grand Junction Regional Airport Authority**  
**Project No. 20A25305**

This TASK ORDER (“Task Order”) is made by and between the **Grand Junction Regional Airport Authority** (hereinafter referred to as “**Authority**”) and **Garver, LLC**, (hereinafter referred to as “**Garver**” or “**Engineer**”) in accordance with the provisions of the PROGRAM MANAGER PROFESSIONAL SERVICES AGREEMENT executed on October 21, 2020 (the “Agreement”).

Under this Task Order, the Authority intends to retain Garver to provide program management consulting services related to capital projects at the Grand Junction Regional Airport. This program involves relocation of the primary commercial service Runway 11/29. The goal of this effort is to relocate the Runway with minimal operational impacts to aircraft users while maximizing FAA grant funding opportunities. This scope consists of two primary portions of work: **Long-Range Program Management** and **FY 2025 Runway Design Coordination**.

Garver will provide professional services related to these improvements as described herein. Terms not defined herein shall have the meaning assigned to them in the Agreement.

**SECTION 1 – SCOPE OF SERVICES**

1.1 Garver shall provide the following Services:

- 1.1.1 Services related to the development and maintenance of an overall Capital Improvement Plan that can be used to clearly communicate and report project status, project financial data, and timeline of future projects. These services include development of a clear list of program constraints and a multi-year Capital Improvement Plan Schedule, coordination with stakeholders, GJRAA staff, the FAA, the design engineers, and the GJRAA Board to Optimize this program to maximize funding opportunities.
- 1.1.2 Services related to FY 2025 Runway Design Coordination including quality control review, attendance at in-person meetings with GJRAA staff, City of Grand Junction staff, stakeholders, and the FAA as well as grant administration and coordination tasks as needed to facilitate timely project execution.

1.2 In addition to those obligations set forth in the Agreement, Authority shall:

- 1.2.1 Give thorough consideration to all documents and other information presented by Garver and informing Garver of all decisions within a reasonable time so as not to delay the Services.
- 1.2.2 Make provision for the Personnel of Garver to enter public and private lands as required for Garver to perform necessary preliminary surveys and other investigations required under the applicable Task Order.
- 1.2.3 Obtain the necessary lands, easements and right-of-way for the construction of the work. All costs associated with securing the necessary land interests, including property acquisition and/or easement document preparation, surveys, appraisals, and abstract work, shall be borne by the Authority outside of this Agreement, except as otherwise described in the Services under Section 1.1.
- 1.2.4 Furnish Garver such plans and records of construction and operation of existing facilities, available aerial photography, reports, surveys, or copies of the same, related to or bearing on the proposed work as may be in the possession of the Authority. Such documents or data will be returned upon completion of the Services or at the request of the Authority.





- 1.2.5 Furnish Garver a current boundary survey with easements of record plotted for the project property.
- 1.2.6 Pay all plan review and advertising costs in connection with the project.
- 1.2.7 Provide legal, accounting, and insurance counseling services necessary for the project and such auditing services as the Authority may require.
- 1.2.8 Furnish permits, permit fees, and approvals from all governmental authorities having jurisdiction over the project and others as may be necessary for completion of the project.
- 1.2.9 Furnishing Garver a current geotechnical report for the proposed site of construction. Garver will coordinate with the geotechnical consultant, the Authority has contracted with, on the Authority's behalf for the project specific requested information.

## SECTION 2 – PAYMENT

The Authority will pay Garver for Service rendered at the rates shown in Exhibit B for each classification of Garver's personnel (may include contract staff classified at Garver's discretion) plus reimbursable expenses including but not limited to printing, courier service, reproduction, and travel. The total amount paid to Garver under this Task Order is estimated to be **\$360,800.00**. For informational purposes, a breakdown of Garver's estimated cost is included herein with approximate current hourly rates for each employee classification. The rates shown in Exhibit B will be increased annually with the first increase effective on or about July 1, 2025. Notwithstanding the foregoing, Garver shall be entitled, in its sole discretion, to substitute a more qualified person (e.g., C-4) with a less qualified person (e.g., C-1); provided however, in such event Garver shall only be entitled to payment at the lesser rate.

Expenses other than salary costs that are directly attributable to performance of our Services will be billed as follows:

- 1. Direct cost for travel, long distance and wireless communications, outside reproduction and presentation material preparation, and mail/courier expenses.
- 2. Direct cost-plus ten percent (10%) for subcontract/subconsultant fees.
- 3. Charges similar to commercial rates for reports, plan sheets, presentation materials, etc.
- 4. The amount allowed by the federal government for mileage with an additional \$0.05 for survey trucks/vans.

Garver shall provide the Authority notice when Garver is within ten percent (10%) of the not-to-exceed amount. In which event, the Authority may direct Garver to proceed with the Services up to the not-to-exceed budgetary threshold before ceasing performance of the Services or increase the not-to-exceed amount with notice to Garver. Underruns in any phase may be used to offset overruns in another phase as long as the overall Task Order amount is not exceeded. In no event shall the not-to-exceed amount be interpreted as a guarantee the Services can be performed for the not-to-exceed budgetary threshold.

## SECTION 3 – EXHIBITS

- 3.1 The following Exhibits are attached to and made a part of this Task Order:
  - 3.1.1 Exhibit A – Scope of Services
  - 3.1.2 Exhibit B – Hourly Rates & Fee Spreadsheet

This Task Order may be executed in two (2) or more counterparts each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.



The effective date of this Task Order shall be the last date written below.

GRAND JUNCTION REGIONAL  
AIRPORT AUTHORITY

GARVER, LLC

By: \_\_\_\_\_  
*Signature*

By: Colin Bible  
*Signature*

Name: \_\_\_\_\_  
*Printed Name*

Name: Colin Bible  
*Printed Name*

Title: \_\_\_\_\_

Title: Vice President

Date: \_\_\_\_\_

Date: 3/6/2025



## EXHIBIT A SCOPE OF SERVICES

Generally, the Scope of Services includes program management consulting services related to capital projects at the Grand Junction Regional Airport. This program involves relocation of the primary commercial service Runway 11/29. The goal of this effort is to relocate the Runway with minimal operational impacts to aircraft users while maximizing FAA grant funding opportunities. This scope consists of two primary portions of work: **Long-Range Program Management** and **FY 2025 Runway Design Coordination**.

### 1. LONG-RANGE PROGRAM MANAGEMENT

1.1. Garver will perform services related to the development of deliverables and processes that will be used to clearly communicate and report project status, project financial data, and timeline of future projects.

#### 1.2. Define Program Constraints and Scheduling

1.2.1. Garver will develop a list of projects that can be structured to capture varying amounts of FAA funding to provide flexibility to the program. Projects will be structured to clearly demonstrate associated safety, phasing, operational, and funding constraints to be placed within a critical path schedule.

### 2. FY 2025 RUNWAY DESIGN COORDINATION

2.1. Garver will provide services to support the FY 2025 Runway Design including quality control reviews, final drainage report analysis, constructability analysis, operational impact analysis, facilitation of stakeholder coordination, facilitation of review coordination and meetings, and facilitation of long-term coordination items with the FAA and City of Grand Junction.

### 3. PROJECT DELIVERABLES

3.1. The following deliverables will be submitted to the Client. Unless otherwise noted below, all deliverables shall be electronic.

- Project Schedules, Project Cost, and CIP updates
- Prepare monthly invoices and project cost summaries for GJRA preparation of FAA Requests for Reimbursement for each grant including Form 271 and Invoice spreadsheet (MS Word / Excel format)
- Assist GJRA with support values to prepare submittal of annual FAA 271, 425 and DBE reports
- Assist with Federal, State and Local Audits of the 2022/2023/2024 grants
- Other electronic files as requested.

### 4. ADDITIONAL SERVICES

4.1. The following items are not included under this agreement but will be considered as additional services to be added under Amendment if requested by the Owner.

- Design of work related to the Runway Program.
- Submittals or deliverables in addition to those listed herein.
- Design of any utilities relocation.



- Retaining walls or other significant structural design.
- Preparation of a Storm Water Pollution Prevention Plan (SWPPP). The construction contract documents will require the Contractor to prepare, maintain, and submit a SWPPP to DEQ.
- Construction materials testing.
- Environmental Handling and Documentation, including wetlands identification or mitigation plans or other work related to environmentally or historically (culturally) significant items.
- Coordination with FEMA and preparation/submittal of a CLOMR and/or LOMR.

## 5. SCHEDULE

- 5.1. Garver shall begin work under this Agreement within ten (10) days of execution of this Agreement and shall complete the work in accordance with the schedule below:

| <b><u>Phase Description</u></b>    | <b><u>Calendar Days</u></b> |
|------------------------------------|-----------------------------|
| Program Grant Management           | As needed                   |
| FY 2025 Runway Design Coordination | As needed                   |

## Exhibit B

### Grand Junction Regional Airport Authority FY 2025 Runway Program Management

#### FEE SUMMARY

|  |                       |
|--|-----------------------|
| <b>Long-Range Program Management</b>                   | <b>Estimated Fees</b> |
| Define Program Constraints and Scheduling              | \$ 130,380.00         |
| Define Program Constraints and Scheduling - Ineligible | \$ 7,920.00           |
| <b>Subtotal for Long-Range Program Management</b>      | <b>\$ 138,300.00</b>  |
| <b>FY 2025 Runway Design Coordination</b>              | <b>Estimated Fees</b> |
| FY 2025 Runway Design Coordination                     | \$ 188,928.00         |
| FY 2025 Runway Design Coordination - Ineligible        | \$ 33,572.00          |
| <b>Subtotal for FY 2023 Runway Design Coordination</b> | <b>\$ 222,500.00</b>  |
| <b>TOTAL ALL SERVICES</b>                              | <b>\$ 360,800.00</b>  |

## Exhibit B

### Grand Junction Regional Airport Authority FY 2025 Runway Program Management

#### Define Program Constraints and Scheduling

| WORK TASK DESCRIPTION   | E-5       | E-3       | E-2        | P-4       | P-3       | AM-2      |
|---|-----------|-----------|------------|-----------|-----------|-----------|
|   | hr        | hr        | hr         | hr        | hr        | hr        |
| <b>1. Project Management</b>  |           |           |            |           |           |           |
| Administration and Coordination                                     | 20        |           |            |           |           | 10        |
| <b>Subtotal - Project Management</b>                                | <b>20</b> | <b>0</b>  | <b>0</b>   | <b>0</b>  | <b>0</b>  | <b>10</b> |
| <b>2. Coordination to Define Program Constraints</b>                |           |           |            |           |           |           |
| Coordination with FAA ADO   | 8         |           | 16         |           |           |           |
| Coordination with GJT Administration                                | 8         |           | 8          |           |           |           |
| Coordination with GJT regarding long-range operational impacts      | 16        |           | 24         |           | 24        |           |
| Coordination with GJT ATC regarding long-range operational impacts  | 8         | 8         | 16         |           |           |           |
| Coordination with Airlines regarding long-range operational impacts | 16        | 8         | 24         |           | 8         |           |
| Coordination with FAA Flight Procedures and Engineering Services    | 16        | 8         | 24         |           | 16        |           |
| <b>Subtotal - Coordination to Define Program Constraints</b>        | <b>72</b> | <b>24</b> | <b>112</b> | <b>0</b>  | <b>48</b> | <b>0</b>  |
| <b>3. Program Refinement</b>  |           |           |            |           |           |           |
| Define Upcoming Projects  | 8         |           | 24         |           |           |           |
| Refine Cost Estimates/Scheduling for Upcoming Projects              | 8         |           | 24         |           |           |           |
| Development of Engineering Scopes for Upcoming Grant                | 4         |           | 16         |           |           |           |
| Development of Grant Applications for Upcoming Grant                | 4         |           | 16         |           |           |           |
| <b>Subtotal - Program Refinement</b>                                | <b>24</b> | <b>0</b>  | <b>80</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  |
| <b>4. Program Schedule Development</b>                              |           |           |            |           |           |           |
| Develop Program Schedule with Critical Path and Funding Milestones  | 16        |           | 40         | 40        | 20        |           |
| <b>Subtotal - Program Schedule Development</b>                      | <b>16</b> | <b>0</b>  | <b>40</b>  | <b>40</b> | <b>20</b> | <b>0</b>  |

|              |            |           |            |           |           |           |
|--------------|------------|-----------|------------|-----------|-----------|-----------|
| <b>Hours</b> | <b>132</b> | <b>24</b> | <b>232</b> | <b>40</b> | <b>68</b> | <b>10</b> |
|--------------|------------|-----------|------------|-----------|-----------|-----------|

|                             |                     |
|-----------------------------|---------------------|
| <b>SUBTOTAL - SALARIES:</b> | <b>\$128,500.00</b> |
|-----------------------------|---------------------|

#### **DIRECT NON-LABOR EXPENSES**

|   |            |
|---|------------|
| Document Printing/Reproduction/Assembly | \$100.00   |
| Postage/Freight/Courier                 | \$20.00    |
| Office Supplies/Equipment               | \$60.00    |
| Computer Modeling/Software Use          | \$0.00     |
| Travel Costs                            | \$1,700.00 |

|  |                   |
|--|-------------------|
| <b>SUBTOTAL - DIRECT NON-LABOR EXPENSES:</b> | <b>\$1,880.00</b> |
|--|-------------------|

|                  |                     |
|------------------|---------------------|
| <b>SUBTOTAL:</b> | <b>\$130,380.00</b> |
|------------------|---------------------|

|                            |               |
|----------------------------|---------------|
| <b>SUBCONSULTANTS FEE:</b> | <b>\$0.00</b> |
|----------------------------|---------------|

|                   |                     |
|-------------------|---------------------|
| <b>TOTAL FEE:</b> | <b>\$130,380.00</b> |
|-------------------|---------------------|



**Exhibit B**

**Grand Junction Regional Airport Authority  
FY 2025 Runway Program Management**

**FY 2025 Runway Design Coordination**

| WORK TASK DESCRIPTION   | E-5        | E-4       | E-2        | C-3       | AM-2      |
|---|------------|-----------|------------|-----------|-----------|
|   | hr         | hr        | hr         | hr        | hr        |
| <b>1. Project Management</b>  |            |           |            |           |           |
| Administration and Coordination (1 hour/week for 52 weeks)                                | 26         |           |            |           | 8         |
| Quality Control Review (65% Submittal)  |            |           |            |           |           |
| Quality Control Review (95% Submittal)  |            |           |            |           |           |
| Final Drainage Report Analysis  | 4          | 8         | 20         |           |           |
| Constructability Analysis   | 6          | 4         | 20         | 20        |           |
| Operational Impact Analysis   | 6          | 6         | 16         |           |           |
| Permitting Coordination Meetings (3 Meetings)   | 12         |           | 12         |           |           |
| Coordination with FAA ADO   | 24         |           | 12         |           |           |
| Coordination with GJT Administration (1 hr/week for 52 weeks)                             | 52         |           | 26         |           |           |
| Coordination with GJT regarding operational impacts                                       | 24         |           | 12         |           |           |
| Coordination with GJT ATC regarding operational impacts                                   | 8          |           | 8          |           |           |
| Coordination with Airlines regarding operational impacts (5 meetings)                     | 20         |           | 20         |           |           |
| Coordination with FAA Flight Procedures and Engineering Services (monthly teleconference) | 8          |           | 8          |           |           |
| Coordination with FAA Flight Procedures and Engineering Services (3 meetings)             | 24         |           | 24         |           |           |
| Coordination with National Weather Service (monthly teleconference)                       | 12         |           | 12         |           |           |
| Prepare monthly invoices and project cost summaries for FAA Request for Reimbursement     | 8          |           | 8          |           |           |
| Schedule Updates (1 hr/week for 52 weeks)   | 52         |           | 26         |           | 26        |
| Attend Weekly Progress Meetings (1 hr/week for 52 weeks)                                  | 52         |           | 26         |           |           |
| Attend In-person design review meetings (3 meetings)                                      | 12         |           | 12         |           |           |
|   |            |           |            |           |           |
| <b>Subtotal - Project Management</b>  | <b>350</b> | <b>18</b> | <b>262</b> | <b>20</b> | <b>34</b> |

**Hours** **350      18      262      20      34**

**SUBTOTAL - SALARIES:** **\$181,944.00**

**DIRECT NON-LABOR EXPENSES**

|   |            |
|---|------------|
| Document Printing/Reproduction/Assembly | \$55.00    |
| Postage/Freight/Courier                 | \$24.00    |
| Office Supplies/Equipment               | \$30.00    |
| Computer Modeling/Software Use          | \$35.00    |
| Travel Costs                            | \$6,840.00 |

**SUBTOTAL - DIRECT NON-LABOR EXPENSES:** **\$6,984.00**

**SUBTOTAL:** **\$188,928.00**

**SUBCONSULTANTS FEE:** **\$0.00**

**TOTAL FEE:** **\$188,928.00**



**Exhibit B**

**Grand Junction Regional Airport Authority  
FY 2025 Runway Program Management**

**FY 2025 Runway Design Coordination - Ineligible**

| WORK TASK DESCRIPTION   | E-5       | E-4       | E-2       | C-3      | AM-2     |
|---|-----------|-----------|-----------|----------|----------|
|   | hr        | hr        | hr        | hr       | hr       |
| <b>1. Project Management</b>  |           |           |           |          |          |
| Administration and Coordination (1 hour/week for 52 weeks)                                | 26        |           |           |          | 8        |
| Quality Control Review (65% Submittal)  | 8         | 8         | 32        |          |          |
| Quality Control Review (95% Submittal)  | 8         | 8         | 40        |          |          |
| Final Drainage Report Analysis  |           |           |           |          |          |
| Constructability Analysis   |           |           |           |          |          |
| Operational Impact Analysis   |           |           |           |          |          |
| Permitting Coordination Meetings (3 Meetings)   |           |           |           |          |          |
| Coordination with FAA ADO   |           |           |           |          |          |
| Coordination with GJT Administration (1 hr/week for 52 weeks)                             |           |           |           |          |          |
| Coordination with GJT regarding operational impacts                                       |           |           |           |          |          |
| Coordination with GJT ATC regarding operational impacts                                   |           |           |           |          |          |
| Coordination with Airlines regarding operational impacts (5 meetings)                     |           |           |           |          |          |
| Coordination with FAA Flight Procedures and Engineering Services (monthly teleconference) |           |           |           |          |          |
| Coordination with FAA Flight Procedures and Engineering Services (3 meetings)             |           |           |           |          |          |
| Coordination with National Weather Service (monthly teleconference)                       |           |           |           |          |          |
| Prepare monthly invoices and project cost summaries for FAA Request for Reimbursement     |           |           |           |          |          |
| Schedule Updates (1 hr/week for 52 weeks)   |           |           |           |          |          |
| Attend Weekly Progress Meetings (1 hr/week for 52 weeks)                                  |           |           |           |          |          |
| Attend In-person design review meetings (3 meetings)                                      |           |           |           |          |          |
|   |           |           |           |          |          |
| <b>Subtotal - Project Management</b>  | <b>42</b> | <b>16</b> | <b>72</b> | <b>0</b> | <b>8</b> |

**Hours** 42      16      72      0      8

**SUBTOTAL - SALARIES:** **\$33,572.00**

**DIRECT NON-LABOR EXPENSES**

|   |        |
|---|--------|
| Document Printing/Reproduction/Assembly | \$0.00 |
| Postage/Freight/Courier                 | \$0.00 |
| Office Supplies/Equipment               | \$0.00 |
| Computer Modeling/Software Use          | \$0.00 |
| Travel Costs                            | \$0.00 |

**SUBTOTAL - DIRECT NON-LABOR EXPENSES:** **\$0.00**

**SUBTOTAL:** **\$33,572.00**

**SUBCONSULTANTS FEE:** **\$0.00**

**TOTAL FEE:** **\$33,572.00**

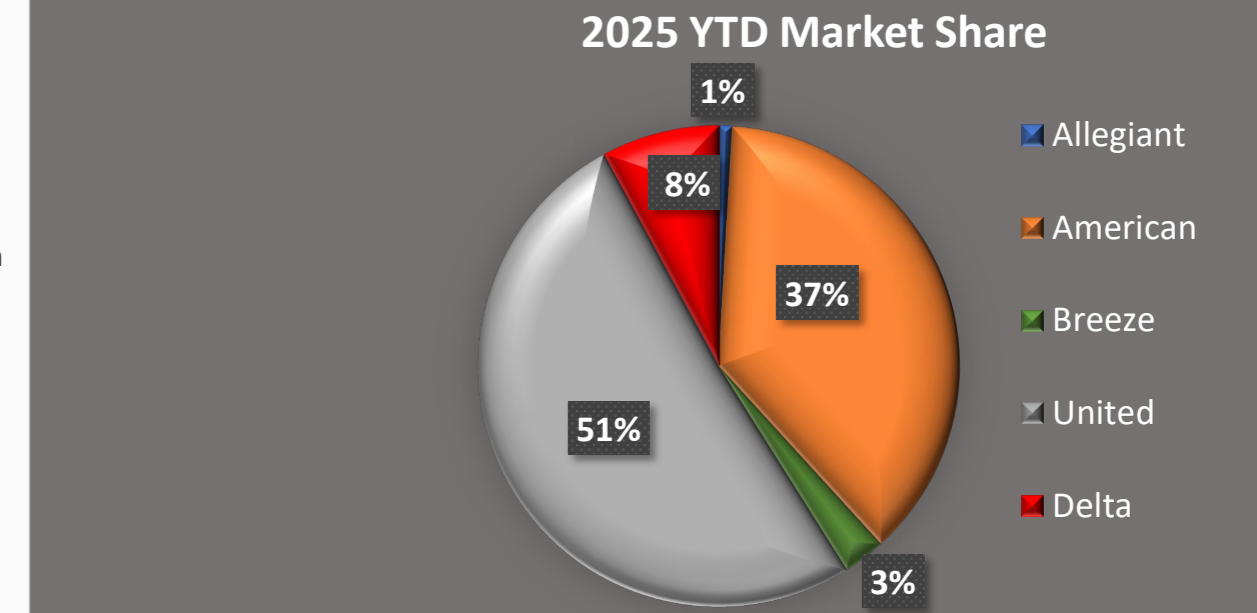
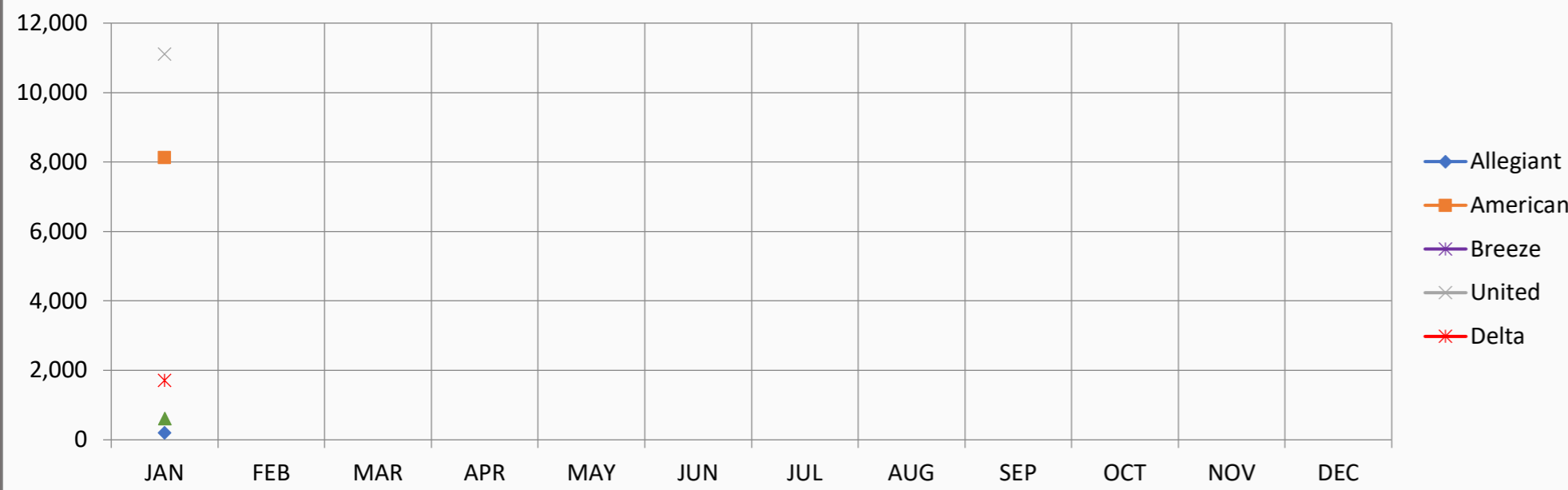


GRAND JUNCTION REGIONAL AIRPORT

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**January 2025**  
DATA & STATISTICS

# Total Passenger Enplanements



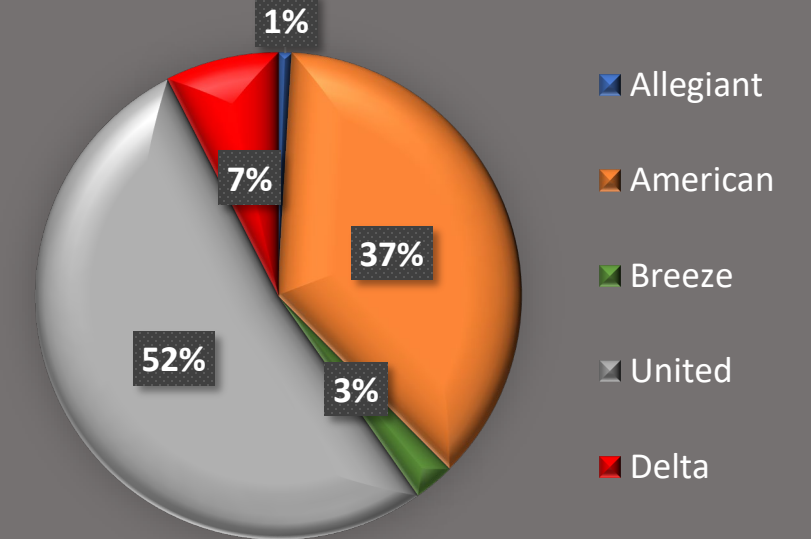
| 2025         | Allegiant (LAX, AZA, LAS) | American (DFW, PHX) | Breeze (SNA, SFO) | United (DEN)  | Delta (SLC)  | Charters/ Diversions | Total         | Annual  |
|--------------|---------------------------|---------------------|-------------------|---------------|--------------|----------------------|---------------|---------|
| JAN          | 200                       | 8,128               | 616               | 11,111        | 1,721        |                      | 21,776        | ↑ 17.1% |
| FEB          |                           |                     |                   |               |              |                      | 0             |         |
| MAR          |                           |                     |                   |               |              |                      | 0             |         |
| APR          |                           |                     |                   |               |              |                      | 0             |         |
| MAY          |                           |                     |                   |               |              |                      | 0             |         |
| JUN          |                           |                     |                   |               |              |                      | 0             |         |
| JUL          |                           |                     |                   |               |              |                      | 0             |         |
| AUG          |                           |                     |                   |               |              |                      | 0             |         |
| SEP          |                           |                     |                   |               |              |                      | 0             |         |
| OCT          |                           |                     |                   |               |              |                      | 0             |         |
| NOV          |                           |                     |                   |               |              |                      | 0             |         |
| DEC          |                           |                     |                   |               |              |                      | 0             |         |
| <b>TOTAL</b> | <b>200</b>                | <b>8,128</b>        | <b>616</b>        | <b>11,111</b> | <b>1,721</b> | <b>-</b>             | <b>21,776</b> |         |
| Market Share | 0.92%                     | 37.33%              | 2.83%             | 51.02%        | 7.90%        | 0.00%                | 100.00%       |         |

| 2024         | Allegiant (LAX, AZA, LAS) | American (DFW, PHX) | Breeze (SNA, SFO) | United (DEN)   | Delta (SLC)  | Charters/ Diversions | Total          |
|--------------|---------------------------|---------------------|-------------------|----------------|--------------|----------------------|----------------|
| JAN          | 987                       | 7,201               |                   | 10,410         |              | 0                    | 18,598         |
| FEB          | 824                       | 7,532               | 846               | 9,409          |              | 69                   | 18,680         |
| MAR          | 961                       | 8,521               | 1,512             | 10,988         |              | 111                  | 22,093         |
| APR          | 798                       | 8,226               | 1,089             | 12,830         |              | 0                    | 22,943         |
| MAY          | 1,078                     | 10,441              | 1,258             | 12,917         |              | 0                    | 25,694         |
| JUN          | 1,696                     | 11,035              | 1,691             | 11,224         |              | 6                    | 25,652         |
| JUL          | 1,771                     | 10,359              | 2,195             | 10,966         |              | 80                   | 25,371         |
| AUG          | 1,060                     | 8,873               | 1,519             | 10,973         |              | 243                  | 22,668         |
| SEP          | 1,041                     | 10,959              | 988               | 11,427         |              | 0                    | 24,415         |
| OCT          | 980                       | 12,168              | 1,034             | 12,845         |              | 0                    | 27,027         |
| NOV          | 1,024                     | 9,797               | 922               | 11,759         |              | 0                    | 23,502         |
| DEC          | 1,043                     | 8,495               | 632               | 11,891         | 1,390        | 0                    | 23,451         |
| <b>TOTAL</b> | <b>13,263</b>             | <b>113,607</b>      | <b>13,686</b>     | <b>137,639</b> | <b>1,390</b> | <b>509</b>           | <b>280,094</b> |
| Market Share | 4.74%                     | 40.56%              | 4.89%             | 49.14%         | 0.50%        | 0.18%                | 100.00%        |

# Total Passenger Deplanements



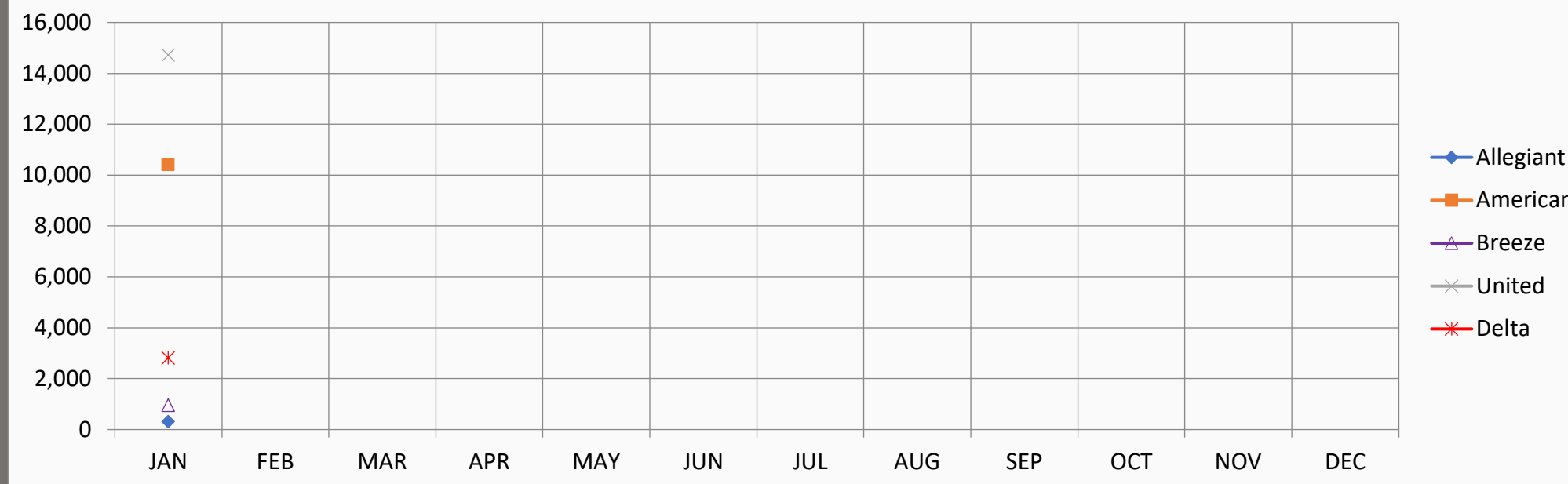
2025 YTD Market Share



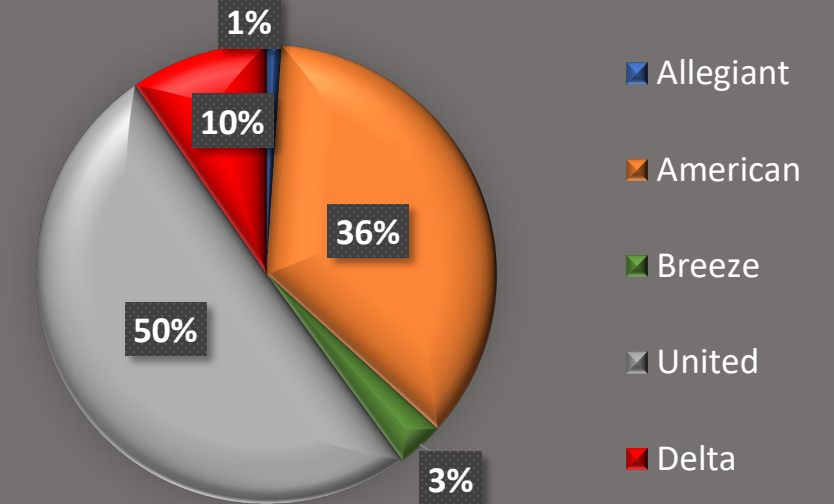
| 2025         | Allegiant (LAX, AZA, LAS) | American (DFW, PHX) | Breeze (SNA, SFO) | United (DEN)  | Delta (SLC)  | Charters/ Diversions | Total         | Annual  |
|--------------|---------------------------|---------------------|-------------------|---------------|--------------|----------------------|---------------|---------|
| JAN          | 197                       | 7,766               | 575               | 11,068        | 1,589        | 1,155                | 22,350        | ↓ -6.5% |
| FEB          |                           |                     |                   |               |              |                      | 0             |         |
| MAR          |                           |                     |                   |               |              |                      | 0             |         |
| APR          |                           |                     |                   |               |              |                      | 0             |         |
| MAY          |                           |                     |                   |               |              |                      | 0             |         |
| JUN          |                           |                     |                   |               |              |                      | 0             |         |
| JUL          |                           |                     |                   |               |              |                      | 0             |         |
| AUG          |                           |                     |                   |               |              |                      | 0             |         |
| SEP          |                           |                     |                   |               |              |                      | 0             |         |
| OCT          |                           |                     |                   |               |              |                      | 0             |         |
| NOV          |                           |                     |                   |               |              |                      | 0             |         |
| DEC          |                           |                     |                   |               |              |                      | 0             |         |
| <b>TOTAL</b> | <b>197</b>                | <b>7,766</b>        | <b>575</b>        | <b>11,068</b> | <b>1,589</b> | <b>1,155</b>         | <b>22,350</b> |         |
| Market Share | 0.88%                     | 34.75%              | 2.57%             | 49.52%        | 7.11%        | 5.17%                | 100.00%       |         |

| 2024         | Allegiant (LAX, AZA, LAS) | American (DFW, PHX) | Breeze (SNA, SFO) | United (DEN)   | Charters/ Diversions | Total          |
|--------------|---------------------------|---------------------|-------------------|----------------|----------------------|----------------|
| JAN          | 1,001                     | 8,363               |                   | 11,430         | 3,107                | 23,901         |
| FEB          | 814                       | 7,306               | 738               | 10,055         | 1,633                | 20,546         |
| MAR          | 925                       | 7,298               | 1,445             | 12,488         | 1,503                | 23,659         |
| APR          | 860                       | 7,937               | 1,067             | 12,536         | 209                  | 22,609         |
| MAY          | 966                       | 10,472              | 1,122             | 12,802         | 0                    | 25,362         |
| JUN          | 1,787                     | 9,305               | 1,823             | 11,239         | 898                  | 25,052         |
| JUL          | 1,835                     | 10,040              | 2,176             | 11,147         | 267                  | 25,465         |
| AUG          | 979                       | 9,041               | 1,554             | 10,928         | 1,212                | 23,714         |
| SEP          | 1,071                     | 10,875              | 989               | 11,665         | 57                   | 24,657         |
| OCT          | 939                       | 11,755              | 975               | 12,602         | 62                   | 26,333         |
| NOV          | 948                       | 9,179               | 922               | 11,564         | 273                  | 22,886         |
| DEC          | 989                       | 9,671               | 665               | 13,001         | 1,430                | 27,046         |
| <b>TOTAL</b> | <b>13,114</b>             | <b>111,242</b>      | <b>13,476</b>     | <b>141,457</b> | <b>1,290</b>         | <b>291,230</b> |
| Market Share | 4.50%                     | 38.20%              | 4.63%             | 48.57%         | 0.44%                | 100.00%        |

# Scheduled Capacity



2025 YTD Market Share

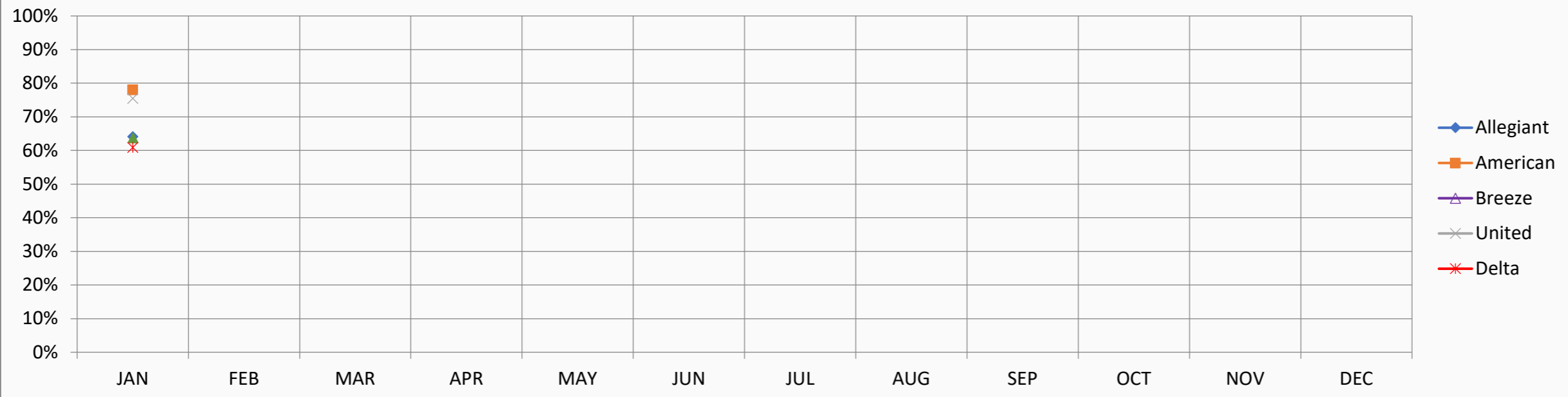


| 2025         | Allegiant (LAX, AZA, LAS) | American (DFW, PHX) | Breeze (SNA, SFO) | United (DEN)  | Delta (SLC)  | Total         | Annual  |
|--------------|---------------------------|---------------------|-------------------|---------------|--------------|---------------|---------|
| JAN          | 312                       | 10,421              | 966               | 14,728        | 2,826        | 29,253        | ↑ 21.6% |
| FEB          |                           |                     |                   |               |              | 0             |         |
| MAR          |                           |                     |                   |               |              | 0             |         |
| APR          |                           |                     |                   |               |              | 0             |         |
| MAY          |                           |                     |                   |               |              | 0             |         |
| JUN          |                           |                     |                   |               |              | 0             |         |
| JUL          |                           |                     |                   |               |              | 0             |         |
| AUG          |                           |                     |                   |               |              | 0             |         |
| SEP          |                           |                     |                   |               |              | 0             |         |
| OCT          |                           |                     |                   |               |              | 0             |         |
| NOV          |                           |                     |                   |               |              | 0             |         |
| DEC          |                           |                     |                   |               |              | 0             |         |
| <b>TOTAL</b> | <b>312</b>                | <b>10,421</b>       | <b>966</b>        | <b>14,728</b> | <b>2,826</b> | <b>29,253</b> |         |
| Market Share | 1.07%                     | 35.62%              | 3.30%             | 50.35%        | 9.66%        | 100.00%       |         |

| 2024         | Allegiant (LAX, AZA, LAS) | American (DFW, PHX) | Breeze (SNA, SFO) | United (DEN)   | Delta (SLC)  | Total          |
|--------------|---------------------------|---------------------|-------------------|----------------|--------------|----------------|
| JAN          | 1,404                     | 9,254               |                   | 13,399         |              | 24,057         |
| FEB          | 1,248                     | 11,508              | 1,540             | 14,912         |              | 29,208         |
| MAR          | 1,404                     | 10,871              | 2,080             | 14,078         |              | 28,433         |
| APR          | 1,404                     | 9,766               | 2,080             | 15,077         |              | 28,327         |
| MAY          | 1,590                     | 12,342              | 2,720             | 14,892         |              | 31,544         |
| JUN          | 2,910                     | 11,779              | 2,860             | 13,898         |              | 31,447         |
| JUL          | 2,865                     | 12,598              | 2,904             | 13,118         |              | 31,485         |
| AUG          | 1,776                     | 12,246              | 2,470             | 13,544         |              | 30,036         |
| SEP          | 1,404                     | 13,853              | 1,370             | 13,314         |              | 29,941         |
| OCT          | 1,248                     | 14,588              | 1,242             | 15,341         |              | 32,419         |
| NOV          | 1,404                     | 11,583              | 1,242             | 14,344         |              | 28,573         |
| DEC          | 1,404                     | 10,748              | 966               | 15,077         | 2,520        | 30,715         |
| <b>TOTAL</b> | <b>20,061</b>             | <b>141,136</b>      | <b>21,474</b>     | <b>170,994</b> | <b>2,520</b> | <b>356,185</b> |
| Market Share | 5.63%                     | 39.62%              | 6.03%             | 48.01%         | 0.71%        | 100.00%        |

# Load Factor

\*Includes Scheduled Flights ONLY



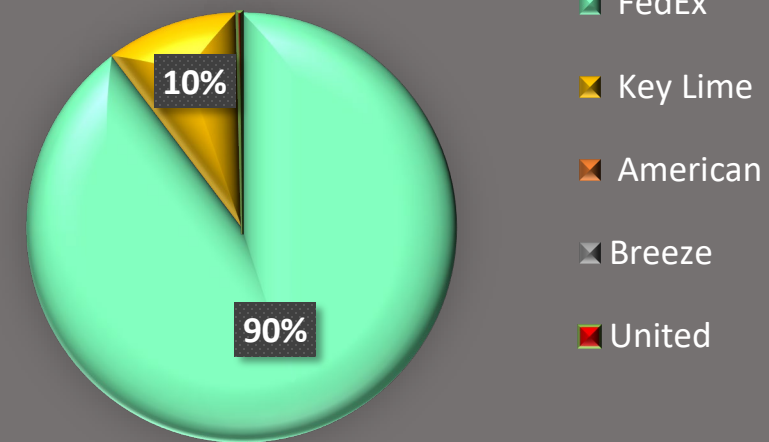
| 2025         | Allegiant (LAX, AZA, LAS) | American (DFW, PHX) | Breeze (SNA, SFO) | United (DEN) | Delta (SLC) | Total      | Annual | Column1 |
|--------------|---------------------------|---------------------|-------------------|--------------|-------------|------------|--------|---------|
| JAN          | 64%                       | 78%                 | 64%               | 75%          | 61%         | 74%        | ↓      | -3%     |
| FEB          |                           |                     |                   |              |             |            |        |         |
| MAR          |                           |                     |                   |              |             |            |        |         |
| APR          |                           |                     |                   |              |             |            |        |         |
| MAY          |                           |                     |                   |              |             |            |        |         |
| JUN          |                           |                     |                   |              |             |            |        |         |
| JUL          |                           |                     |                   |              |             |            |        |         |
| AUG          |                           |                     |                   |              |             |            |        |         |
| SEP          |                           |                     |                   |              |             |            |        |         |
| OCT          |                           |                     |                   |              |             |            |        |         |
| NOV          |                           |                     |                   |              |             |            |        |         |
| DEC          |                           |                     |                   |              |             |            |        |         |
| <b>TOTAL</b> | <b>64%</b>                | <b>78%</b>          | <b>64%</b>        | <b>75%</b>   | <b>61%</b>  | <b>74%</b> |        |         |

| 2024         | Allegiant (LAX, AZA, LAS) | American (DFW, PHX) | Breeze (SNA, SFO) | United (DEN) | Delta (SLC) | Total      |
|--------------|---------------------------|---------------------|-------------------|--------------|-------------|------------|
| JAN          | 70%                       | 78%                 |                   | 78%          | 0%          | 77%        |
| FEB          | 66%                       | 65%                 | 55%               | 63%          | 0%          | 64%        |
| MAR          | 68%                       | 78%                 | 73%               | 78%          | 0%          | 77%        |
| APR          | 57%                       | 84%                 | 52%               | 85%          | 0%          | 81%        |
| MAY          | 68%                       | 85%                 | 46%               | 87%          | 0%          | 81%        |
| JUN          | 58%                       | 94%                 | 59%               | 81%          | 0%          | 82%        |
| JUL          | 62%                       | 82%                 | 76%               | 84%          | 0%          | 80%        |
| AUG          | 60%                       | 72%                 | 61%               | 81%          | 0%          | 75%        |
| SEP          | 74%                       | 79%                 | 72%               | 86%          | 0%          | 82%        |
| OCT          | 79%                       | 83%                 | 83%               | 84%          | 0%          | 83%        |
| NOV          | 73%                       | 85%                 | 74%               | 82%          | 0%          | 82%        |
| DEC          | 74%                       | 79%                 | 65%               | 79%          | 55%         | 76%        |
| <b>TOTAL</b> | <b>66%</b>                | <b>80%</b>          | <b>64%</b>        | <b>80%</b>   | <b>55%</b>  | <b>79%</b> |

# 2025 Enplaned and Deplaned Airfreight - Lbs

## 2025 Market Share

| 2025 YTD         |         |                      |
|------------------|---------|----------------------|
| Enplaned Freight | 335,857 | ↑ 21.46%<br>↓ -1.84% |
| Deplaned Freight | 440,112 |                      |
| 2024 YTD         |         |                      |
| Enplaned Freight | 276,524 |                      |
| Deplaned Freight | 448,368 |                      |



| Enplaned     | FedEx          | Key Lime      | American | Breeze   | United    | Total          | YTD Total      | Annual  |
|--------------|----------------|---------------|----------|----------|-----------|----------------|----------------|---------|
| JAN          | 321,965        | 13,830        |          |          | 62        | 335,857        | 335,857        | ↑ 21.5% |
| FEB          |                |               |          |          |           | -              |                |         |
| MAR          |                |               |          |          |           | -              |                |         |
| APR          |                |               |          |          |           | -              |                |         |
| MAY          |                |               |          |          |           | -              |                |         |
| JUN          |                |               |          |          |           | -              |                |         |
| JUL          |                |               |          |          |           | -              |                |         |
| AUG          |                |               |          |          |           | -              |                |         |
| SEP          |                |               |          |          |           | -              |                |         |
| OCT          |                |               |          |          |           | -              |                |         |
| NOV          |                |               |          |          |           | -              |                |         |
| DEC          |                |               |          |          |           | -              |                |         |
| <b>TOTAL</b> | <b>321,965</b> | <b>13,830</b> | <b>-</b> | <b>-</b> | <b>62</b> | <b>335,857</b> | <b>335,857</b> |         |
| Market Share | 95.86%         | 4.12%         | 0.00%    | 0.00%    | 0.02%     | 100.00%        |                |         |

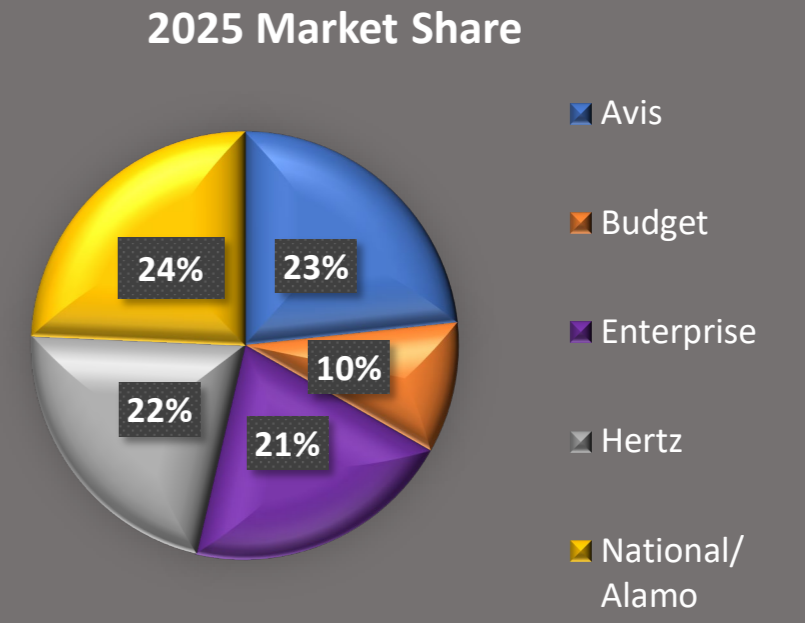
| Deplaned     | FedEx          | Key Lime      | American   | Breeze   | United       | Total          | YTD Total      | Month over Month |
|--------------|----------------|---------------|------------|----------|--------------|----------------|----------------|------------------|
| JAN          | 374,288        | 62,936        | 325        |          | 2,563        | 440,112        | 440,112        | ↓ -1.8%          |
| FEB          |                |               |            |          |              | -              |                |                  |
| MAR          |                |               |            |          |              | -              |                |                  |
| APR          |                |               |            |          |              | -              |                |                  |
| MAY          |                |               |            |          |              | -              |                |                  |
| JUN          |                |               |            |          |              | -              |                |                  |
| JUL          |                |               |            |          |              | -              |                |                  |
| AUG          |                |               |            |          |              | -              |                |                  |
| SEP          |                |               |            |          |              | -              |                |                  |
| OCT          |                |               |            |          |              | -              |                |                  |
| NOV          |                |               |            |          |              | -              |                |                  |
| DEC          |                |               |            |          |              | -              |                |                  |
| <b>TOTAL</b> | <b>374,288</b> | <b>62,936</b> | <b>325</b> | <b>-</b> | <b>2,563</b> | <b>440,112</b> | <b>440,112</b> |                  |
| Market Share | 85.04%         | 14.30%        | 0.07%      | 0.00%    | 0.58%        | 100.00%        |                |                  |

# 2025 Aircraft Operations

| 2025 Aircraft Operations |               |               |                  |               |                 |                |                   |              |              |
|--------------------------|---------------|---------------|------------------|---------------|-----------------|----------------|-------------------|--------------|--------------|
|                          | Itinerant     |               |                  |               |                 | Local          |                   |              |              |
| 2025                     | Air Carrier   | Air Taxi      | General Aviation | Military      | TOTAL ITINERANT | Local Civilian | Local Military    | TOTAL LOCAL  | TOTAL        |
| JAN                      | 569           | 538           | 2,032            | 89            | 3,228           | 2,450          | 34                | 2,484        | 5,712        |
| FEB                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| MAR                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| APR                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| MAY                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| JUN                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| JUL                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| AUG                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| SEP                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| OCT                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| NOV                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| DEC                      |               |               |                  |               | 0               |                |                   | 0            | 0            |
| <b>TOTAL</b>             | <b>569</b>    | <b>538</b>    | <b>2,032</b>     | <b>89</b>     | <b>3,228</b>    | <b>2,450</b>   | <b>34</b>         | <b>2,484</b> | <b>5,712</b> |
| Historical Data          | 2020          | 2021          | 2022             | 2023          | 2024            | 2025           | 2024-2025 Inc/Dec |              |              |
| JAN                      | 3,713         | 4,904         | 4,477            | 4,054         | 5,138           | 5,712          | ↑                 | 11.17%       |              |
| FEB                      | 4,378         | 4,195         | 4,672            | 3,457         | 5,169           | -              |                   |              |              |
| MAR                      | 3,241         | 4,710         | 4,636            | 4,390         | 5,135           | -              |                   |              |              |
| APR                      | 2,436         | 4,238         | 4,357            | 4,538         | 4,999           | -              |                   |              |              |
| MAY                      | 3,826         | 4,514         | 5,235            | 4,440         | 4,989           | -              |                   |              |              |
| JUN                      | 4,588         | 5,000         | 4,785            | 4,473         | 4,814           | -              |                   |              |              |
| JUL                      | 4,784         | 5,014         | 4,039            | 5,356         | 5,703           | -              |                   |              |              |
| AUG                      | 5,436         | 4,858         | 4,983            | 5,250         | 5,430           | -              |                   |              |              |
| SEP                      | 4,777         | 5,355         | 4,890            | 6,450         | 5,699           | -              |                   |              |              |
| OCT                      | 5,216         | 5,095         | 5,171            | 5,690         | 5,484           | -              |                   |              |              |
| NOV                      | 4,612         | 4,841         | 3,974            | 5,078         | 5,290           | -              |                   |              |              |
| DEC                      | 4,532         | 4,269         | 3,746            | 6,135         | 6,082           | -              |                   |              |              |
| <b>TOTAL</b>             | <b>51,539</b> | <b>56,993</b> | <b>54,965</b>    | <b>59,311</b> | <b>63,932</b>   | <b>5,712</b>   |                   |              |              |



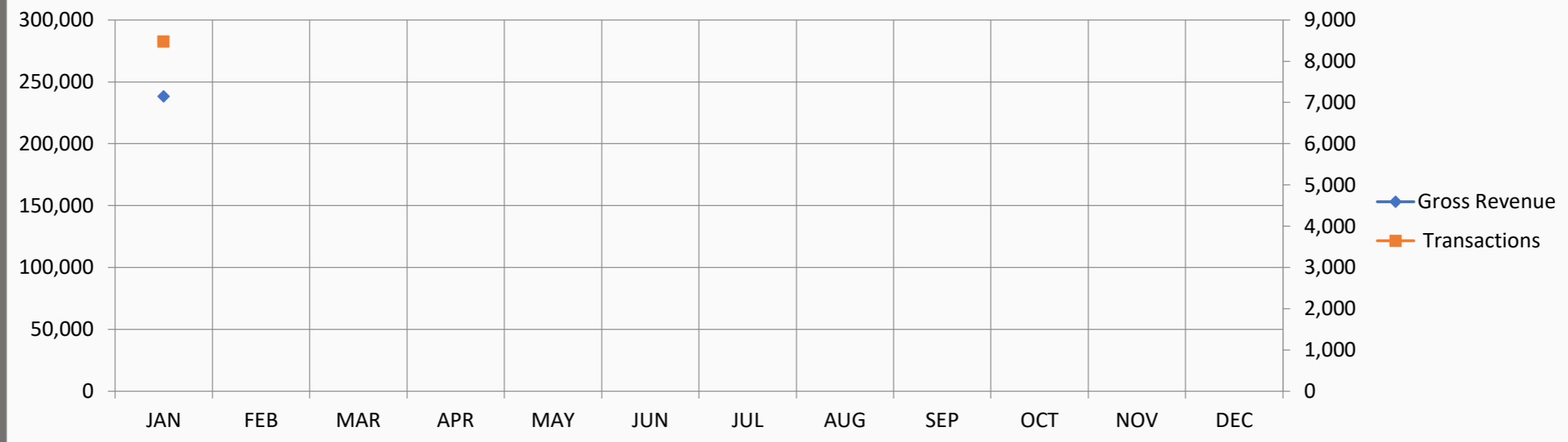
# 2025 Rental Car Revenues



| 2025         | Avis           | Budget        | Enterprise     | Hertz          | National/ Alamo | Total          | YTD Total      | Annual YTD |
|--------------|----------------|---------------|----------------|----------------|-----------------|----------------|----------------|------------|
| JAN          | 177,649        | 75,662        | 155,893        | 168,007        | 185,354         | 762,565        | 762,565        | 6.1%       |
| FEB          |                |               |                |                |                 | 0              |                |            |
| MAR          |                |               |                |                |                 | 0              |                |            |
| APR          |                |               |                |                |                 | 0              |                |            |
| MAY          |                |               |                |                |                 | 0              |                |            |
| JUN          |                |               |                |                |                 | 0              |                |            |
| JUL          |                |               |                |                |                 | 0              |                |            |
| AUG          |                |               |                |                |                 | 0              |                |            |
| SEP          |                |               |                |                |                 | 0              |                |            |
| OCT          |                |               |                |                |                 | 0              |                |            |
| NOV          |                |               |                |                |                 | 0              |                |            |
| DEC          |                |               |                |                |                 | 0              |                |            |
| <b>TOTAL</b> | <b>177,649</b> | <b>75,662</b> | <b>155,893</b> | <b>168,007</b> | <b>185,354</b>  | <b>762,565</b> | <b>762,565</b> |            |
| Market Share | 23.30%         | 9.92%         | 20.44%         | 22.03%         | 24.31%          | 100.00%        |                |            |

| 2024         | Avis             | Budget           | Enterprise       | Hertz            | National/ Alamo  | Total             | YTD Total  |
|--------------|------------------|------------------|------------------|------------------|------------------|-------------------|------------|
| JAN          | 173,845          | 75,404           | 118,776          | 223,211          | 127,791          | 719,026           | 719,026    |
| FEB          | 158,922          | 84,182           | 111,296          | 225,026          | 133,750          | 713,176           | 1,432,202  |
| MAR          | 246,456          | 128,358          | 173,034          | 253,618          | 210,412          | 1,011,878         | 2,444,080  |
| APR          | 223,351          | 113,327          | 200,361          | 291,896          | 197,600          | 1,026,535         | 3,470,615  |
| MAY          | 208,090          | 140,147          | 246,349          | 320,048          | 234,511          | 1,149,146         | 4,619,761  |
| JUN          | 226,669          | 130,964          | 335,824          | 400,989          | 210,385          | 1,304,832         | 5,924,593  |
| JUL          | 223,250          | 125,007          | 221,392          | 324,028          | 263,735          | 1,157,413         | 7,082,006  |
| AUG          | 234,414          | 158,079          | 213,082          | 308,297          | 247,299          | 1,161,171         | 8,243,177  |
| SEP          | 308,538          | 180,322          | 256,930          | 322,555          | 249,648          | 1,317,994         | 9,561,171  |
| OCT          | 271,999          | 167,926          | 282,095          | 346,142          | 290,613          | 1,358,774         | 10,919,944 |
| NOV          | 140,987          | 63,304           | 186,786          | 233,311          | 213,476          | 837,864           | 11,757,808 |
| DEC          | 147,147          | 64,917           | 158,881          | 180,419          | 163,762          | 715,125           | 12,472,933 |
| <b>TOTAL</b> | <b>2,563,667</b> | <b>1,431,938</b> | <b>2,504,806</b> | <b>3,429,541</b> | <b>2,542,982</b> | <b>12,472,933</b> |            |
| Market Share | 20.55%           | 11.48%           | 20.08%           | 27.50%           | 20.39%           | 100.00%           |            |

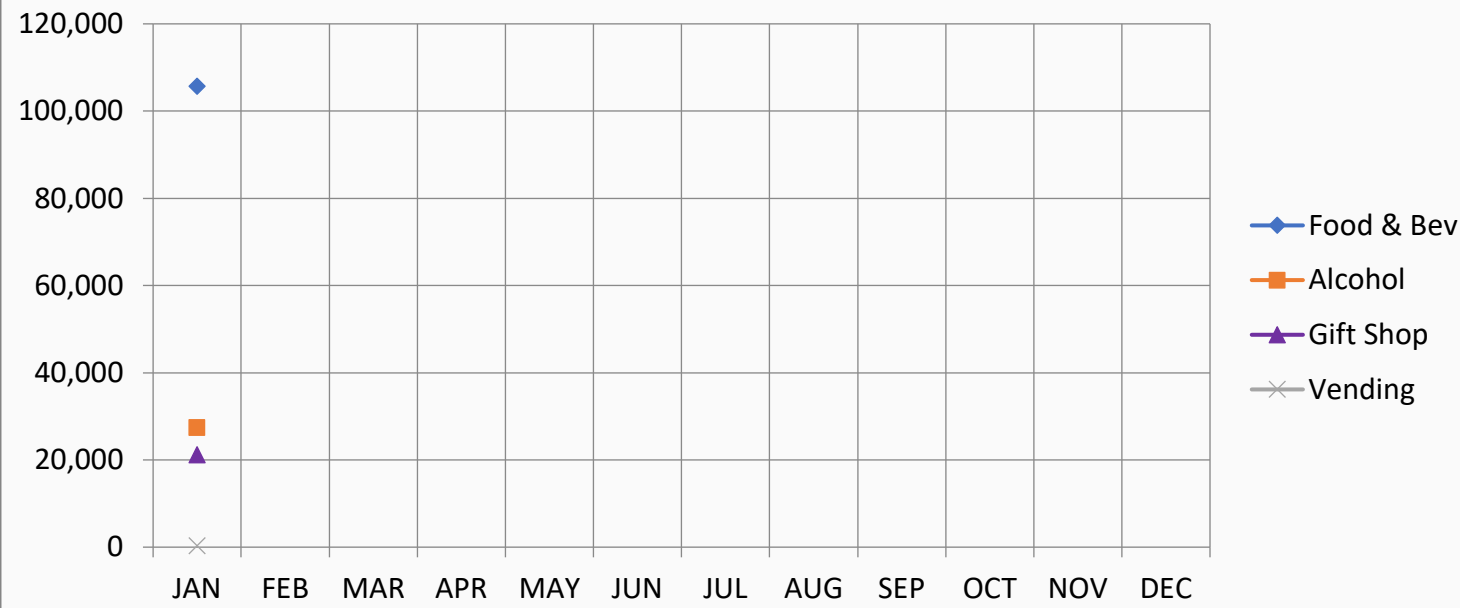
# 2025 Parking Revenues



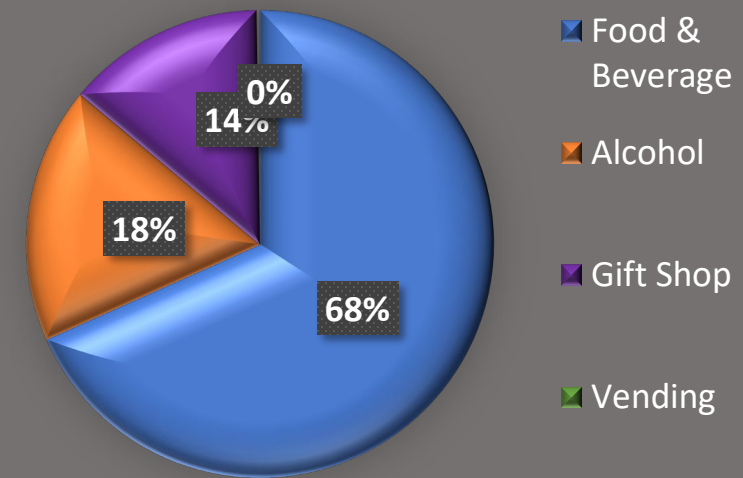
| 2025         | Gross Revenue  | Transactions | YTD Gross Revenue | YTD Transactions | Revenue per Transaction | Annual YTD |
|--------------|----------------|--------------|-------------------|------------------|-------------------------|------------|
| JAN          | 238,310        | 8,474        | 238,310           | 8,474            | \$ 28.12                | ↑ 13.5%    |
| FEB          |                |              |                   |                  |                         |            |
| MAR          |                |              |                   |                  |                         |            |
| APR          |                |              |                   |                  |                         |            |
| MAY          |                |              |                   |                  |                         |            |
| JUN          |                |              |                   |                  |                         |            |
| JUL          |                |              |                   |                  |                         |            |
| AUG          |                |              |                   |                  |                         |            |
| SEP          |                |              |                   |                  |                         |            |
| OCT          |                |              |                   |                  |                         |            |
| NOV          |                |              |                   |                  |                         |            |
| DEC          |                |              |                   |                  |                         |            |
| <b>TOTAL</b> | <b>238,310</b> | <b>8,474</b> | <b>238,310</b>    | <b>8,474</b>     | <b>\$ 28.12</b>         |            |

| 2024         | Gross Revenue    | Transactions   | YTD Gross Revenue | YTD Transactions | Revenue per Transaction | Annual YTD |
|--------------|------------------|----------------|-------------------|------------------|-------------------------|------------|
| JAN          | 209,954          | 7,194          | 209,954           | 7,194            | \$ 29.18                |            |
| FEB          | 211,874          | 7,431          | 421,828           | 14,625           | \$ 28.51                |            |
| MAR          | 225,906          | 8,059          | 647,734           | 8,059            | \$ 28.03                |            |
| APR          | 231,790          | 8,054          | 879,524           | 16,113           | \$ 28.78                |            |
| MAY          | 259,750          | 9,946          | 1,139,274         | 9,946            | \$ 26.12                |            |
| JUN          | 206,119          | 8,831          | 1,345,393         | 18,777           | \$ 23.34                |            |
| JUL          | 217,102          | 9,305          | 1,562,495         | 9,305            | \$ 23.33                |            |
| AUG          | 205,067          | 8,608          | 1,767,562         | 17,913           | \$ 23.82                |            |
| SEP          | 216,690          | 8,703          | 1,984,252         | 8,703            | \$ 24.90                |            |
| OCT          | 248,135          | 9,616          | 2,232,387         | 18,319           | \$ 25.80                |            |
| NOV          | 231,252          | 8,699          | 2,463,639         | 8,699            | \$ 26.58                |            |
| DEC          | 258,000          | 9,753          | 2,721,639         | 18,452           | \$ 26.45                |            |
| <b>TOTAL</b> | <b>2,721,639</b> | <b>104,199</b> | <b>2,721,639</b>  | <b>104,199</b>   | <b>\$ 26.12</b>         |            |

# 2025 Terminal Concessions Revenues



2025 Market Share



| 2025         | Food & Beverage | Alcohol       | Gift Shop     | Vending    | Total          | Annual      |
|--------------|-----------------|---------------|---------------|------------|----------------|-------------|
| JAN          | 105,681         | 27,416        | 21,205        | 359        | \$ 154,661     | ↑ 16.1%     |
| FEB          |                 |               |               |            |                |             |
| MAR          |                 |               |               |            |                |             |
| APR          |                 |               |               |            |                |             |
| MAY          |                 |               |               |            |                |             |
| JUN          |                 |               |               |            |                |             |
| JUL          |                 |               |               |            |                |             |
| AUG          |                 |               |               |            |                |             |
| SEP          |                 |               |               |            |                |             |
| OCT          |                 |               |               |            |                |             |
| NOV          |                 |               |               |            |                |             |
| DEC          |                 |               |               |            |                |             |
| <b>TOTAL</b> | <b>105,681</b>  | <b>27,416</b> | <b>21,205</b> | <b>359</b> | <b>154,661</b> | <b>-93%</b> |

| 2024         | Food & Beverage  | Alcohol        | Gift Shop      | Vending      | Total            |
|--------------|------------------|----------------|----------------|--------------|------------------|
| JAN          | 88,158           | 24,078         | 20,698         | 249          | \$ 133,183       |
| FEB          | 94,391           | 28,025         | 20,670         | 252          | \$ 143,338       |
| MAR          | 105,724          | 30,437         | 25,985         | 260          | \$ 162,406       |
| APR          | 103,541          | 33,106         | 22,497         | 260          | \$ 159,404       |
| MAY          | 126,545          | 41,379         | 33,897         | 262          | \$ 202,084       |
| JUN          | 126,205          | 37,653         | 33,305         | 255          | \$ 197,418       |
| JUL          | 123,463          | 33,517         | 38,370         | 255          | \$ 195,605       |
| AUG          | 123,235          | 34,608         | 32,184         | 255          | \$ 190,282       |
| SEP          | 114,433          | 34,664         | 36,532         | 263          | \$ 185,892       |
| OCT          | 123,738          | 40,016         | 32,498         | 280          | \$ 196,532       |
| NOV          | 110,042          | 35,088         | 27,079         | 302          | \$ 172,512       |
| DEC          | 114,087          | 30,354         | 27,758         | 301          | \$ 172,499       |
| <b>TOTAL</b> | <b>1,353,563</b> | <b>402,926</b> | <b>351,472</b> | <b>3,193</b> | <b>2,111,154</b> |
| Market Share | 64%              | 19%            | 17%            | 0%           | 100%             |

# Grand Junction Regional Airport Authority

## Statements of Changes in Net Position

Unaudited - subject to change

As of Date:

01/31/2025

|                               | Month   |                |                | Budget Variance |                 | Prior Year Variance |               |              |
|-------------------------------|---|----------------|----------------|-----------------|-----------------|---------------------|---------------|--------------|
|                               | 01/31/2025                                      | 01/31/2025     | 01/31/2024     | Budget \$ Var   | Budget % Var    | PY \$ Var           | PY % Var      |              |
|                               | Budget  | Actual         | PY Actual      |                 |                 |                     |               |              |
| <b>Operating revenue</b>      |   |                |                |                 |                 |                     |               |              |
| Aeronautical revenue          |   |                |                |                 |                 |                     |               |              |
| Passenger airline revenue     |   |                |                |                 |                 |                     |               |              |
| 1                             | Passenger airline landing fees                  | \$ 75,000      | \$ 76,356      | \$ 72,278       | \$ 1,356        | 1.8%                | \$ 4,078      | 5.6%         |
| 2                             | Terminal rent                                   | 139,601        | 140,367        | 134,503         | 766             | 0.5%                | 5,864         | 4.4%         |
| 3                             | Other (boarding bridge)                         | 3,301          | 2,675          | 3,571           | (626)           | -19.0%              | (896)         | -25.1%       |
|                               | <b>Total Passenger airline revenue</b>          | <b>217,902</b> | <b>219,398</b> | <b>210,352</b>  | <b>1,496</b>    | <b>0.7%</b>         | <b>9,046</b>  | <b>4.3%</b>  |
| Non-passenger airline revenue |   |                |                |                 |                 |                     |               |              |
| 4                             | Non-passenger landing fees                      | 20,400         | 12,753         | 10,495          | (7,647)         | -37.5%              | 2,258         | 21.5%        |
| 5                             | Cargo and hangar rentals                        | 5,455          | 5,455          | 5,283           | -               | 0.0%                | 172           | 3.3%         |
| 6                             | Fuel tax  | 27,063         | 32,750         | 22,304          | 5,687           | 21.0%               | 10,446        | 46.8%        |
| 7                             | Fuel Flowage Fees and Sales                     | 39,503         | 37,990         | 40,308          | (1,513)         | -3.8%               | (2,318)       | -5.8%        |
| 8                             | Other (ramp parking, rapid refuel)              | 940            | 1,027          | 878             | 87              | 9.3%                | 149           | 17.0%        |
|                               | <b>Total Non-passenger airline revenue</b>      | <b>93,361</b>  | <b>89,975</b>  | <b>79,268</b>   | <b>(3,386)</b>  | <b>-3.6%</b>        | <b>10,707</b> | <b>13.5%</b> |
|                               | <b>Total Aeronautical revenue</b>               | <b>311,263</b> | <b>309,373</b> | <b>289,620</b>  | <b>(1,890)</b>  | <b>-0.6%</b>        | <b>19,753</b> | <b>6.8%</b>  |
| Non-aeronautical revenue      |   |                |                |                 |                 |                     |               |              |
| 9                             | Land and building leases                        | 58,976         | 58,976         | 52,908          | -               | 0.0%                | 6,068         | 11.5%        |
| 10                            | Terminal - restaurant & retail                  | 18,000         | 22,151         | 19,093          | 4,151           | 23.1%               | 3,058         | 16.0%        |
| 11                            | Terminal - other                                | 15,450         | 15,500         | 15,450          | 50              | 0.3%                | 50            | 0.3%         |
| 12                            | <b>Rental cars</b>                              | <b>130,251</b> | <b>108,671</b> | <b>105,406</b>  | <b>(21,580)</b> | <b>-16.6%</b>       | <b>3,265</b>  | <b>3.1%</b>  |
| 13                            | <b>Parking</b>                                  | <b>175,081</b> | <b>210,285</b> | <b>185,465</b>  | <b>35,204</b>   | <b>20.1%</b>        | <b>24,820</b> | <b>13.4%</b> |
| 14                            | Ground Transportation                           | 7,708          | 6,021          | 3,817           | (1,687)         | -21.9%              | 2,204         | 57.7%        |
| 15                            | Other (advertising, security fee, vending, etc) | 5,132          | 6,990          | 5,319           | 1,858           | 36.2%               | 1,671         | 31.4%        |
|                               | <b>Total Non-aeronautical revenue</b>           | <b>410,598</b> | <b>428,594</b> | <b>387,458</b>  | <b>17,996</b>   | <b>4.4%</b>         | <b>41,136</b> | <b>10.6%</b> |
|                               | <b>Total Operating revenues</b>                 | <b>721,861</b> | <b>737,967</b> | <b>677,078</b>  | <b>16,106</b>   | <b>2.2%</b>         | <b>60,889</b> | <b>9.0%</b>  |

# Grand Junction Regional Airport Authority

## Statements of Changes in Net Position

Unaudited - subject to change

|   | Current Month         |                    |                     | Forecast Variance   |                | Prior Year Variance |                |
|---|-----------------------|--------------------|---------------------|---------------------|----------------|---------------------|----------------|
|   | 01/31/2025            | 01/31/2025         | 01/31/2024          |                     |                |                     |                |
|   | Budget                | Actual             | PY Actual           | Budget \$ Var       | Budget % Var   | PY \$ Var           | PY % Var       |
| <b>Operating expenses</b>                               |                       |                    |                     |                     |                |                     |                |
| <b>16 Personnel compensation and benefits</b>           | <b>\$ 288,280</b>     | <b>\$ 212,669</b>  | <b>\$ 224,007</b>   | <b>(75,611)</b>     | <b>-26.2%</b>  | <b>(11,338)</b>     | <b>-5.1%</b>   |
| 17 Communications and utilities                         | 36,991                | 30,926             | 39,477              | (6,065)             | -16.4%         | (8,551)             | -21.7%         |
| <b>18 Supplies and materials</b>                        | <b>66,399</b>         | <b>87,682</b>      | <b>43,387</b>       | <b>21,283</b>       | <b>32.1%</b>   | <b>44,295</b>       | <b>102.1%</b>  |
| <b>19 Contract services</b>                             | <b>96,618</b>         | <b>54,021</b>      | <b>54,656</b>       | <b>(42,597)</b>     | <b>-44.1%</b>  | <b>(635)</b>        | <b>-1.2%</b>   |
| <b>20 Repairs &amp; maintenance</b>                     | <b>58,043</b>         | <b>39,536</b>      | <b>36,141</b>       | <b>(18,507)</b>     | <b>-31.9%</b>  | <b>3,395</b>        | <b>9.4%</b>    |
| 21 Insurance  | 14,074                | 14,073             | 13,353              | (1)                 | 0.0%           | 720                 | 5.4%           |
| 22 Training, Travel, & Air Service Development          | 17,166                | 8,339              | 19,950              | (8,827)             | -51.4%         | (11,611)            | -58.2%         |
| 23 Other Expense (marketing, professional dues, etc.)   | 10,791                | 2,831              | 11,692              | (7,960)             | -73.8%         | (8,861)             | -75.8%         |
| 24 Contingency Expense                                  | -                     | -                  | -                   | -                   | 0.0%           | -                   | 0.0%           |
| <i>Total Operating expenses</i>                         | <i>588,362</i>        | <i>450,077</i>     | <i>442,663</i>      | <i>(138,285)</i>    | <i>-23.5%</i>  | <i>7,414</i>        | <i>1.7%</i>    |
| <b>Excess of Operating revenue over (under) expense</b> | <b>\$ 133,499</b>     | <b>\$ 287,890</b>  | <b>\$ 234,415</b>   | <b>154,391</b>      | <b>115.6%</b>  | <b>53,475</b>       | <b>22.8%</b>   |
| <b>Non-operating revenue (expenses)</b>                 |                       |                    |                     |                     |                |                     |                |
| <b>25 Passenger facility charges</b>                    | <b>77,000</b>         | <b>108,616</b>     | <b>94,481</b>       | <b>31,616</b>       | <b>41.1%</b>   | <b>14,135</b>       | <b>15.0%</b>   |
| <b>26 Interest income</b>                               | <b>52,000</b>         | <b>78,347</b>      | <b>113,876</b>      | <b>26,347</b>       | <b>50.7%</b>   | <b>(35,529)</b>     | <b>-31.2%</b>  |
| 27 Interest expense                                     | (60,726)              | (60,725)           | (65,019)            | 1                   | 0.0%           | 4,294               | 6.6%           |
| 28 Customer facility charges                            | 36,536                | 42,300             | 36,536              | 5,764               | 15.8%          | 5,764               | 15.8%          |
| <b>29 Capital contributions</b>                         | <b>37,360,964</b>     | <b>847,818</b>     | <b>362,237</b>      | <b>(36,513,146)</b> | <b>-97.7%</b>  | <b>485,581</b>      | <b>134.1%</b>  |
| <b>29 Capital expenditures</b>                          | <b>(44,181,610)</b>   | <b>(1,051,699)</b> | <b>(1,118,057)</b>  | <b>43,129,911</b>   | <b>97.6%</b>   | <b>66,358</b>       | <b>5.9%</b>    |
| 30 Non-Capital Contributions                            | 1,560                 | -                  | 5,400               | (1,560)             | -100.0%        | (5,400)             | -100.0%        |
| 31 Debt principal payments                              | -                     | -                  | -                   | -                   | 0.0%           | -                   | 0.0%           |
| <i>Total Non-operating revenue (expenses)</i>           | <i>(6,714,276)</i>    | <i>(35,343)</i>    | <i>(570,546)</i>    | <i>6,678,933</i>    | <i>99.5%</i>   | <i>535,203</i>      | <i>93.8%</i>   |
| <b>Excess of revenue over (under) expense</b>           | <b>\$ (6,580,777)</b> | <b>\$ 252,547</b>  | <b>\$ (336,131)</b> | <b>6,833,324</b>    | <b>-103.8%</b> | <b>588,678</b>      | <b>-175.1%</b> |

**Variance Explanations - January 2025 Revenue Compared to Budget- Preliminary Financial Statements**

For January, since there is only one month of activity, no YTD comparison is included within the packet. Additionally, because all 2024 closing entries for the audit have not been made, no statement of financial position has been included as the year end entries will impact the beginning balances.

|                                | Jan-25     | Jan-25     | Jan-24     | Budget Variance |    | PY Variance |     |
|--------------------------------|------------|------------|------------|-----------------|----|-------------|-----|
|                                | Budget     | Actual     | Actual     |                 |    |             |     |
| <b>Seat Capacity</b>           | 27,655     | 29,253     | 24,057     | 1,598           | 6% | 5,196       | 22% |
| <b>Passenger Landed Weight</b> | 29,392,800 | 29,448,847 | 24,215,757 | 56,047          | 0% | 5,233,090   | 22% |
| <b>Enplanements</b>            | 20,418     | 21,776     | 18,598     | 1,358           | 6% | 3,178       | 17% |
| <b>Load Factor</b>             | 74%        | 74%        | 77%        |                 | 1% |             | -3% |

Variance explanations and account explanations have been provided below for revenue accounts that have a budget-to-actual variance of more than 5% and where the revenue account makes up at least 5% of the monthly budgeted operating revenue for January (\$36K), plus any other with impactful variances.

**Operating Revenues:** *Operating revenues were 2.2% (\$16K) ahead of budget in January 2025 driven by non-aeronautical revenue, primarily parking.*

- 12 **Rental Cars** - Rental car revenues were below forecast by 16.6% (\$22K) for the month. Historically, the number of rental car transactions in January is higher than December, however, the number of rental car transactions was flat compared to December this year resulting in lower than expected revenue.
- 13 **Parking** - Parking revenue exceeded budget by \$35k (20%). Some of the increase is due to higher than expected enplanements (a positive variance of 6%), and a portion is due to longer stays and a higher revenue per passenger. With the lower than expected rental car revenue, but higher parking revenue, the mix of passengers was likely different than expected with more local travel (parking) and less incoming visitors that would typically use rental cars.

**Operating Expenses:** *Operating expenses are 23% under budget in January with the largest savings in Personnel Compensation and Contract services. The variance in compensation was primarily due to open positions, however, individual variances in other operating expense categories have not been further analyzed since the budget is typically made on a straight-line basis, but the timing of incurring expenses and completing projects is not typically occurring equally over each month and will be further evaluated in later YTD reports.*

**GJRAA - Breakdown of Capital Expenditure Costs Year-to-Date through January 31, 2025**

**2025 GRANT FUNDED CAPITAL EXPENDITURES INCURRED AND GRANT REVENUE RECOGNIZED**

| Grant Number                | Project/Grant Description            | 2025 Project Costs Incurred | Grant Revenue Recognized in |                        |
|-----------------------------|--------------------------------------|-----------------------------|-----------------------------|------------------------|
|                             |                                      |                             | 2025                        | 2025 GJRAA Local Share |
| AIP 79                      | RWY 12-30 Sch 5-7 Grading & Drainage | 12,838                      | 11,996                      | 842                    |
| AIP 80                      | Passenger Loading Bridges            | 73,971                      | 70,273                      | 3,699                  |
| AIP 81                      | RWY 12-30 Sch 6 Grading & Drainage   | 35,398                      | 33,200                      | 2,198                  |
| AIP 82                      | RWY 12-30 Pavement Subbase           | 781,044                     | 702,940                     | 78,104                 |
| AIP 83                      | RWY 12-30 Pavement Subbase           | 32,059                      | 28,853                      | 3,206                  |
| AIP TBD                     | RWY 12-30 Pavement Design Remaining  | 28,129                      | -                           | 28,129                 |
| CDOT                        | ARFF Truck Replacement               | 928                         | 557                         | 371                    |
| <b>Total Grant Projects</b> |                                      | <b>\$ 964,368</b>           | <b>\$ 847,818</b>           | <b>\$ 116,550</b>      |

**2025 CAPITAL EXPENDITURES INCURRED FOR PROJECTS WITH NO GRANT FUNDING**

| Project Description                                | 2025 Costs Incurred |
|--|---------------------|
| ATCT Roof and Mechanical Replacement               | 3,747               |
| Basement Improvements                              | 15,762              |
| Branding and Signage                               | 20,975              |
| Terminal Parking Expansion Design                  | 46,847              |
| Other Capital Expenditures                         | -                   |
| <b>Total Non-AIP Projects</b>                      | <b>\$ 87,331</b>    |
| <b>Total Capital Expenditures YTD \$ 1,051,699</b> |                     |