



BOARD PACKET

September 19, 2023

Grand Junction Regional Airport Authority



Date: September 19, 2023

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/83715700081?pwd=OGpFVWczRzIGUmpzNjkwVBO3M2Zz09>

Time: 11:30 AM

REGULAR MEETING AGENDA

- 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@gairport.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.

September 19, 2023

VI. Consent Agenda

- A. August 15, 2023 Meeting Minutes _____ 1
- Approve the August 15, 2023 Board Meeting Minutes.
- B. Asset Disposal Approval _____ 2
- Approve the disposal of one asset and authorize the Executive Director to negotiate a disposal method on behalf of the Airport that brings the highest and best value to the airport.
- C. Non-Exclusive Terminal Space Permit for Southwest Airlines _____ 3
- Approve Non-Exclusive Terminal Space Permit for Southwest Airlines and Authorize Executive Director to Sign.
- D. 2022 Audit Acceptance _____ 4
- Accept the 2022 audited financial statements and supplemental schedules of the Grand Junction Regional Airport Authority.

VII. Action

- A. Resolution No. 2023-012 –Revised Resolution Concerning Execution of Documents Pertaining to Bank Accounts _____ 5
- Adopt resolution No. 2023-012: Revised Resolution Concerning Execution of Documents Pertaining to Bank Accounts to update banking access and permissions.
- B. United Companies Notice of Award and Contract Approval to United for Temporary NAVAID Construction _____ 6
- Authorize the Executive Director to sign the Notice of Award and Contract to award the Temporary NAVAIDS construction project to United Companies for a contract amount of \$6,945,889.60. Work includes temporary threshold and navigational aid relocation associated with the phased construction of Runway 12-30 to allow Runway 11-29 to operate with minimal impacts while construction is underway.
- C. Mead and Hunt Task Order #13 for NAVAID Construction Administration _____ 7
- Approve Mead & Hunt Task Order #13 in the amount of \$725,050 to perform preconstruction services and construction administration for the FY 2023 Threshold and Navigational Aid Relocation project and authorize the Executive Director to sign the Task Order.

- D. Garver Task Order No. 11 for FY 2023 Temporary Navaid Construction Support ____ 8
- Approve Garver Task Order 11 for \$144,800 to support the FY 2023 NAVAID Relocation Construction Coordination and the ongoing runway replacement program and authorize the Executive Director to sign the Task Order.
- E. Notice of Award and Contract Approval to Kelley Trucking for Runway 12-30 Program Earthwork and Grading Schedules 5, 6 and 7 _____ 9
- Authorize the Executive Director to sign the Notice of Award and Contract to award Earthwork and Drainage Schedules 5, 6, and 7 to Kelley Trucking for a contract amount of \$11,230,986.30. Work includes the construction of schedules 5, 6, and 7 earthwork and drainage associated with the Runway 12-30 program construction.
- F. Mead & Hunt Task Order #14 – Earthwork and Drainage Schedules 5, 6, and 7 Construction Administration _____ 10
- Approve Mead & Hunt Task Order #14 in the amount of \$2,125,793 to perform preconstruction services and construction administration for the FY 2023 Earthwork and Drainage construction schedules 5, 6, and 7; and authorize the Executive Director to sign the Task Order.
- G. Garver Task Order No. 12 for FY 2023 Grading and Drainage Support _____ 11
- Approve Garver Task Order 12 for \$436,540 to support the FY 2023 drainage and grading construction project and the ongoing runway replacement program and authorize the Executive Director to sign the Task Order.
- H. Gensler Scope of Work to perform the design, bidding, and construction administration for the Passenger Boarding Bridge Replacement _____ 12
- Approve Gensler Scope of Work in the amount of \$148,088 to perform design, bidding and construction administration services for the passenger boarding bridge replacement and authorize the Executive Director to sign the Scope of Work.
- I. United Companies Change Order No. 1 for C1A _____ 13
- Approve Change Order No. 1 on the Runway 4-22 project to United Companies in the total amount of \$329,625 to add additional pavement rehabilitation work on Taxilane C1A and authorize the Executive Director to sign the Change Order.

VIII. Discussion

- A. GJ Airshow

IX. Staff Reports

- A. CIP Update – Colin Bible
- B. Executive Director Report (Angela Padalecki)
- C. Finance and Activity Report (Angela Padalecki) _____ 14

X. Any other business which may come before the Board

XI. Adjournment



Grand Junction Regional Airport Authority Board
Regular Board Meeting
Meeting Minutes
August 15, 2023

REGULAR BOARD MEETING

I. Call to Order

Mr. Tom Benton, Board Chair, called the Meeting of the Grand Junction Regional Airport Authority Board to order at 11:30 AM on August 15, 2023 in Grand Junction, Colorado and in the County of Mesa. The meeting was hosted in the 3rd floor conference room as well as electronically.

<p><u>Commissioners Present:</u> Tom Benton (Chairman) Linde Marshall (Vice-Chair) Ron Velarde Randall Reitz Cody Davis Chris West</p> <p><u>Airport Staff:</u> Angela Padalecki Dan Reimer (Counsel) Dylan Heberlein Ben Peck Cameron Reece (Clerk) Kristina Warren Hayden Carpenter Tyler McClymond Preston Toborg Liam Kincaid Jake Steele Brandon Mittan</p>	<p><u>Guests:</u> Colin Bible, Garver Jeremy Lee, Mead and Hunt Brad Rolf, Mead and Hunt Allison Thomas, Garver Rumzei Abdallah – Plante Moran Lisa Meachum – Plante Moran Josie Hyde – Gensler Ryan Springer – Sequent John Cohn - InterVISTAS</p>
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II. Pledge of Allegiance

III. Approval of Agenda

Commissioner Reitz made a motion to approve the August 15, 2023 Board Agenda. Commissioner West seconded the motion. Voice Vote: All Ayes; motion carried.

IV. Commissioner Comments

Commissioner Benton thanked Commissioner Marshall for leading the meeting last month as well as congratulated Director of Facilities, Ben Peck for his 30 years of work service.

V. Citizen Comments

No Citizen Comments were made.

VI. 2022 Draft Audit Presentation by Plante Moran

VII. Consent Agenda

A. July 18, 2023 Meeting Minutes

Approve the July 18, 2023 Board Meeting Minutes.

Commissioner West made a motion to approve the Consent Agenda. Commissioner Davis seconded the motion. Voice Vote: All Ayes; motion carried.

VIII. Action

A. Nasdaq Boardvantage® Board Portal

Commissioner Velarde made a motion to Authorize Executive Director to expend \$20,044.40 for Nasdaq Boardvantage® Board Portal. Commissioner Marshall seconded the motion. Voice Vote: All Ayes; motion carried.

B. Preauthorize Acceptance of Grant Agreements for Runway 11/29 NAVAIDS Relocation, Pavement Design, and Grading and Drainage Schedules 5, 6, and 7, and amend grant applications if needed to match

Commissioner Reitz made a motion to Authorize the Board Chair or Vice Chair to execute FAA AIP grant agreements for the 11/29 Runway Relocation Project for an amount not to exceed \$23,444,444 for NAVAIDS Relocation, Pavement Design, and Grading and Drainage Schedules 5, 6, and 7, amend grant applications if needed to match, and authorize the Executive Director to sign the corresponding cosponsorship agreements with the City of Grand Junction and Mesa County. Commissioner Velarde seconded the motion. Voice Vote: All Ayes; motion carried.

C. Kelley Trucking Zone C Embankment Change Order No. 2

Commissioner West made a motion to Approve Kelley Trucking Inc. Change Order No. 2 in the total amount of \$539,902.04 to account for the changes to Zone C embankment plans and authorize

the Executive Director to sign the Change Order and approve associated grant amendments. Commissioner Davis seconded the motion. Voice Vote: All Ayes; motion carried.

D. Resolution No. 2023-008 – Airport Authority Bylaws

Commissioner Davis made a motion to Adopt Resolution No. 2023-008 Adopting the Amended and Restated Bylaws of the Grand Junction Regional Airport Authority. Commissioner Velarde seconded the motion. Roll Call Vote: Commissioner Reitz, yes; Commissioner West, yes; Commissioner Velarde, yes; Commissioner Davis, yes; Commissioner Marshall, yes; and Commissioner Benton. The motion carried.

E. Resolution 2023-009 Statement of Investment Policy

Commissioner Marshall made a motion to Adopt Resolution 2023-009, Statement of Investment Policy. Commissioner Reitz seconded the motion. Roll Call Vote: Commissioner Reitz, yes; Commissioner West, yes; Commissioner Velarde, yes; Commissioner Davis, yes; Commissioner Marshall, yes; and Commissioner Benton. The motion carried.

F. Resolution No. 2023-010 New Purchasing and Procurement Policy

Commissioner West made a motion to Adopt Resolution 2023-010, Approving Purchasing and Procurement Policy. Commissioner Marshall seconded the motion. Roll Call Vote: Commissioner Reitz, yes; Commissioner West, yes; Commissioner Velarde, yes; Commissioner Davis, yes; Commissioner Marshall, yes; and Commissioner Benton. The motion carried.

G. Resolution No. 2023-011 Appoint Budget Officer and Treasurer

Commissioner Marshall made a motion to Adopt Resolution No. 2023-011 to appoint Angela Padalecki as the Budget Officer and Treasurer. Commissioner Velarde seconded the motion. Roll Call Vote: Commissioner Reitz, yes; Commissioner West, yes; Commissioner Velarde, yes; Commissioner Davis, yes; Commissioner Marshall, yes; and Commissioner Benton. The motion carried.

IX. Discussion

- A. Terminal Project Discussion - Gensler

X. Staff Reports

- A. CIP Update – Colin Bible
- B. Executive Director Report (Angela Padalecki)

XI. Any other business which may come before the Board

XII. Adjournment

The meeting adjourned at approximately 1:00pm

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

Tom Benton, Board Chair

ATTEST:

Cameron Reece, Clerk to the Board

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC: Asset Disposal Approval

PURPOSE: Information Guidance Decision

RECOMMENDATION: Approve the disposal of one asset and authorize the Executive Director to negotiate a disposal method on behalf of the Airport that brings the highest and best value to the airport.

SUMMARY: Staff continually evaluate the fleet and equipment needs for the Airport and have identified that a street sweeper in the fleet has not been used for some time and it would be of higher value to sell the item in auction or as a trade-in towards new equipment.

Year	Description	Original Purchase Price	Potential Sale Price
1995	Tymco/Isuzu Street Sweeper	\$61,850	\$10,000

The sweeper was bought brand new in 1995 under a CDOT grant. The item has been used beyond its useful life with regards to the grant and meets the requirements to be disposed of.

Staff anticipate to sell the unit locally or negotiate disposal by trading the brooms to a dealer for credits towards other equipment purchases.

The asset has an original purchase price of more than \$15,000 and therefore requires board approval for disposal in accordance with the asset disposal policy.

REVIEWED BY: Executive Director and Legal Counsel

FISCAL IMPACT: Estimating up to \$10,000 of unbudgeted cash value to the Airport

ATTACHMENTS: N/A

STAFF CONTACT: Dylan Heberlein
Office: 970.248.8596
Email: dheberlein@gairport.com

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Non-Exclusive Terminal Space Permit for Southwest Airlines
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approve Non-Exclusive Terminal Space Permit for Southwest Airlines and Authorize Executive Director to Sign
SUMMARY:	<p>Southwest Airlines does not provide commercial service at GJT but occupies a small area within the emergency stairwell of the passenger terminal for a radio system. The terms of access are set forth in a 2005 agreement that expired in 2007 and has been in holdover.</p> <p>Southwest plans to continue use of the radio system. Airport Staff has prepared a new Non-Exclusive Terminal Space Permit that can be used here (and modified if necessary for similar circumstances).</p> <p>The terms of the Permit are as follows:</p> <ul style="list-style-type: none">• 1-year term, renewable by mutual agreement, for a total term not to exceed 10 years• Billed at current rental rate (\$87.69 per month), adjusted each April in the same manner as other tenants• Protects against electromagnetic interference and allows Airport to relocate if the space is needed for alternate use• Includes current, standard terms and conditions <p>The Permit will bring Southwest out of holdover and under a new agreement with all appropriate terms and conditions. Airport Staff recommends approval.</p>
REVIEWED BY:	Executive Director and Legal Counsel
FISCAL IMPACT:	Projected revenue from Permit in 2023 is \$1,033.35
ATTACHMENTS:	1. Non-Exclusive Terminal Space Permit
STAFF CONTACT:	Angela Padalecki 970-248-8588 apadalecki@gjairport.com

**GRAND JUNCTION REGIONAL AIRPORT
NON-EXCLUSIVE TERMINAL SPACE PERMIT**

By execution of this Non-Exclusive Terminal Space Permit (“Permit”), the Grand Junction Regional Airport Authority (“Authority”) hereby grants to Southwest Airlines Co. (“Permittee”) the right to use and occupy designated areas of the Grand Junction Regional Airport (“Airport”) terminal building for the limited purpose of operating and maintaining a radio system in accordance with the terms and conditions set forth herein.

1. **Premises.** Permittee is hereby granted the right to use a space located on the 3rd floor emergency fire stairwell, approximately 2 feet by 2 feet by 2 feet, as shown on Exhibit “A” (“Premises”). Permittee shall be authorized to use the Premises for the limited purpose of operating and maintaining a radio system consisting of an aeronautical-use radio, interconnect base station, associated power lines and telephone lines, and an antenna. Permittee shall be responsible for all costs associated with the maintenance and use of this radio system. Permittee shall have the right to enter the Premises on a periodic basis as necessary for maintenance, repairs and troubleshooting of the radio system. Entry into this area must be coordinated with Authority personnel prior to entry.
2. **Term.** The term of this Permit shall begin on January 1, 2023, and shall extend for one year, until December 31, 2023. This Permit shall be renewable, upon mutual written consent of both parties, for renewal terms of no more than one year. The Airport Executive Director is authorized to agree to renewals on behalf of the Authority. This Permit shall have a total term (initial term plus renewal terms) of no more than ten (10) years.
3. **Compensation.** Permittee agrees to pay the Authority, as compensation for the right to use the Premises, a monthly fee of EIGHTY-SEVEN DOLLARS AND SIXTY-NINE CENTS (\$87.69). Beginning April 1, 2024, and effective April 1 of each calendar year that this Permit is in effect, the monthly fee for use of the Premises 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.

4. **Non-Interference.** Permittee must ensure that its radio system transmissions do not interfere in any way with the operations of the established radios, antennas, telephone lines, or other telecommunication devices currently in use by various Airport tenants and the Federal Aviation Administration (“FAA”). Should such interference occur, Permittee must immediately cease its operations of this system until such time as repairs or adjustments as necessary are made to eliminate said interference. Permittee must ensure that operations of this radio system do not in any way present a health hazard to personnel working in the area or in the vicinity of the system equipment. Any FAA licenses or frequency designations necessary for the operations of this radio system shall be copied and forwarded to the Authority.
5. **Relocation.** Authority shall have the right to relocate Permittee to equivalent space within the Airport terminal building, provided that the Authority (i) determines the Premises are required for an alternate Airport purpose; (ii) provides Permittee with no less than thirty (30) days advance written notice; (iii) agrees to pay for the relocation costs (excluding the cost of any new or replacement equipment); and (iv) affords Permittee the right to terminate this Permit, in accordance with Section 9 hereof, rather than relocating.
6. **Compliance with Laws.**
 - A. Permittee 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 Federal Aviation Administration, Transportation Security Administration (“TSA”), Department of Homeland Security, U.S. Environmental Protection Agency, Occupational Health and Safety Administration, State of Colorado, Mesa County and the City of Grand Junction.
 - B. Permittee shall comply with any applicable directives issued by the Airport Executive Director concerning Airport operations, safety or security.
 - C. Permittee shall acquire and keep current all licenses and permits that are required to conduct activities at the Airport issued by any federal, state or local government entity.
7. **Civil Rights Nondiscrimination.**
 - A. In all activities within the scope of its airport program, Permittee 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 benefitting from Federal assistance. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964. The above provision obligates the Permittee for the period during which the property is owned, used or possessed by the Permittee and the Airport remains obligated to the Federal Aviation Administration.

- B. During the performance of this Permit, Permittee, for itself and successors in interest agrees to comply with the following non-discrimination statutes and authorities; including but not limited to: Title VI of the Civil Rights Act of 1964 (42 USC § 2000d et seq., 78 stat. 252); 49 CFR part 21 (Non-discrimination in Federally-assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964); the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC § 4601); Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 et seq.), as amended, and 49 CFR part 27; the Age Discrimination Act of 1975, as amended (42 USC § 6101 et seq.); the Airport and Airway Improvement Act of 1982 (49 USC § 47123), as amended; the Civil Rights Restoration Act of 1987 (PL 100-209); Titles II and III of the Americans with Disabilities Act of 1990 (42 USC §§ 12131 – 12189) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38; Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency; and Title IX of the Education Amendments of 1972, as amended.
8. **Security.** Permittee shall comply with all applicable provisions of the Authority’s approved security program. Permittee agrees to reimburse the Authority for any civil penalty or fine assessed against the Authority by TSA for violation of the approved security program, TSA security directive or TSA regulation that is caused by Permittee or the direct result of Permittee’s action or omission.
9. **Termination and Surrender.** Either party may terminate this Permit for cause or

convenience by providing thirty (30) days' written notice to the other party. Upon expiration or earlier termination of this Permit, Permittee shall promptly and at its own cost and expense remove the radio system and return the Premises to a "broom clean" condition.

10. Indemnification and Insurance.

- A. The Authority shall stand indemnified by Permittee as provided herein. It is expressly understood and agreed by and between the parties that Permittee is and shall be deemed to be an independent contractor responsible to all persons for its respective acts or omissions, and the Authority shall in no way be responsible therefor.
- B. Permittee agrees to indemnify, defend, save and hold harmless the Authority, its officers, directors, agents, and employees from any and all claims, liabilities, damages, losses, suits, fines, penalties, demands and expenses, including costs of suit and reasonable attorney's fees, which any or all of them may hereafter incur or pay out as a result of bodily injury (including death) to any person or damage to any property or person arising out of Permittee's use of the Airport or any acts or omissions of Permittee or its employees, contractors, subcontractors, agents, licensees, affiliates, vendors, or invitees, in connection with the Permittee's use of the Airport or its operations at the Airport, except to the extent caused by the negligence or reckless or willful misconduct of the Authority, its officers, directors, agents, employees, contractors, or representatives.
- C. Upon the filing with the Authority of a claim for damages arising out of incidents for which Permittee herein agrees to indemnify, defend, save and hold harmless the Authority, the Authority shall notify Permittee of such claim and shall tender to Permittee the defense of such claim. Any final judgment rendered against the Authority for any cause for which Permittee is liable hereunder shall be conclusive against the Permittee as to liability and amount provided the Authority has notified Permittee of such claim as provided above.
- D. Permittee shall, at its own cost and expense, procure and maintain in full force and effect during the term of this Permit, minimum levels of insurance coverage, which shall be primary with respect to Permittee's obligations hereunder as to any other valid and collectable insurance.
- E. Permittee shall promptly notify the Authority of any claim or loss connected in any manner with Permittee's activities at the Airport under such insurance policies and certify that proper notice has been given to the appropriate insurance carrier.

F. Permittee shall at all times during the course of its operations at the Airport maintain Workers Compensation Insurance in the form and amount required by applicable Colorado law.

11. **Notices.** Notices to the parties shall be deemed sufficient if sent in writing by certified or registered mail, postage prepaid, addressed to:

Authority: Grand Junction Regional Airport Authority
ATTN: Executive Director
Grand Junction Regional Airport
2828 Walker Field Drive, Suite 301
Grand Junction, CO 81506

Permittee: Southwest Airlines Co.
ATTN: Airport Affairs
2702 Love Field Drive
HDQ-4PF
Dallas, TX 75235

or to such other respective addresses as may be designated in writing by the parties from time to time.

12. **Miscellaneous.**

A. Permittee agrees that it will not sell, convey, transfer, mortgage or assign this Permit or any part thereof, or any rights created thereby.

B. This Permit shall be subordinate to the provisions of any existing or future agreements between the Authority and the United States, relative to the development or improvement of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of federal funds for the development of the Airport. Upon receipt of a final order by the FAA or an order by a court of competent jurisdiction that any provision hereof is in violation of any such agreement with the United States, the parties shall engage in good faith negotiations and seek to amend this Permit by mutual consent. In the event the parties are unable to agree to an amendment after good faith negotiations, the Authority

shall have the right to amend this Permit unilaterally to the limited extent necessary to cure the violation of an agreement with the United States. If such unilateral amendment substantially restricts Permittee's ability to conduct commercial activities at the Airport for any period of time, Permittee shall have the right to terminate this Permit as provided herein.

- C. This Permit shall be performable and enforceable in Mesa County, Colorado, and shall be construed in accordance with the laws of the State of Colorado. Permittee and Authority waive the right to a jury on all claims or demands that arise from the terms and conditions of this Permit, or the performance of this Permit.
- D. This Permit, inclusive of exhibits, constitutes the entire agreement of the parties hereto and supersedes any prior agreement or understanding, written or verbal, on the subject of this Permit.

Issued by the Authority on this _____ day of _____, 2023.

**GRAND JUNCTION REGIONAL AIRPORT
AUTHORITY**

By: _____

Title: _____

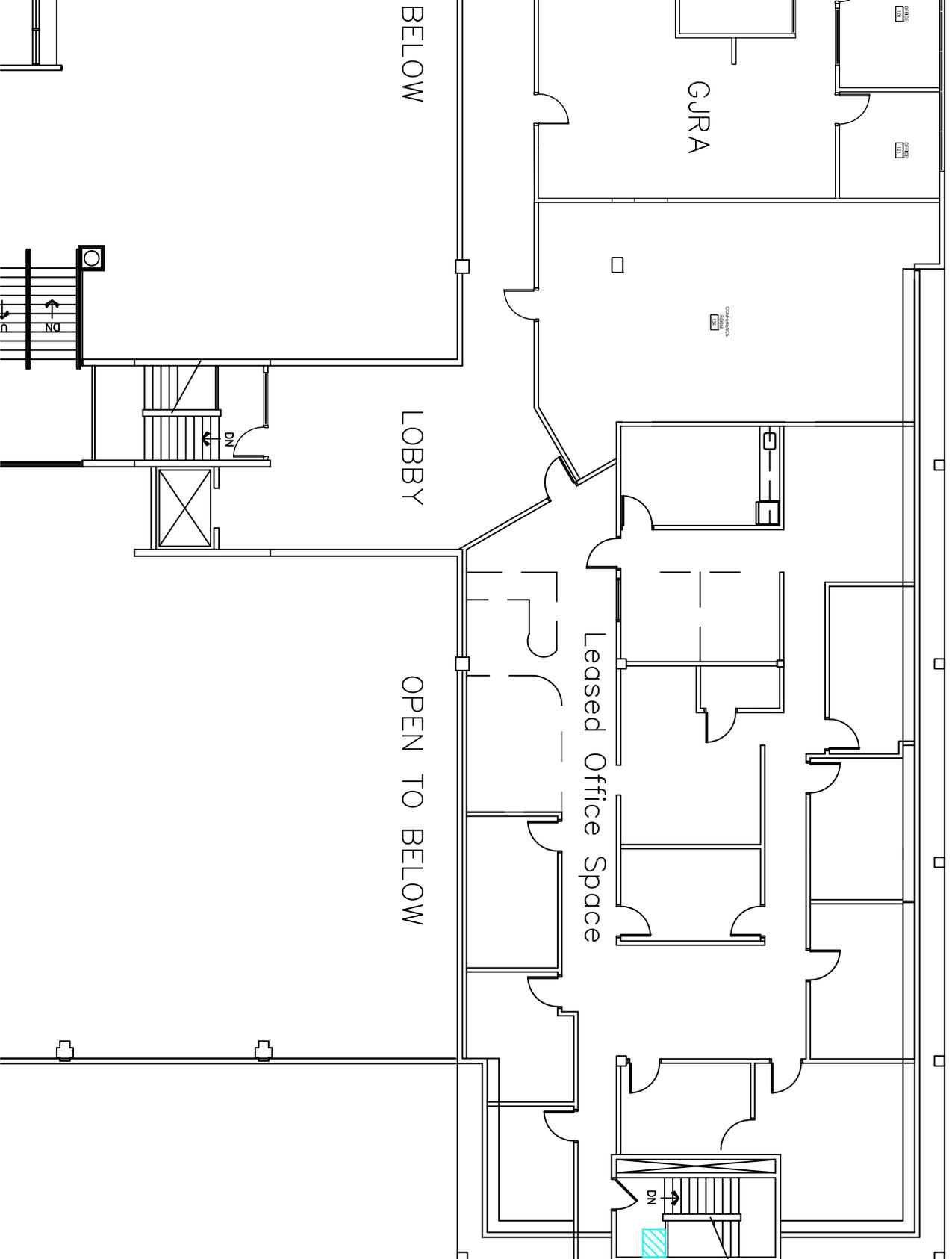
Agreed and accepted by Permittee:

Southwest Airlines Co.

By: _____

Its: _____

EXHIBIT A
Passenger Terminal – Level 3



Leased SWA
Radio Space

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	2022 Audit Acceptance
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Accept the 2022 audited financial statements and supplemental schedules of the Grand Junction Regional Airport Authority.
SUMMARY:	<p>The Airport staff and the Finance and Audit Committee have reviewed the draft and all recommended changes from staff and Board member review have been incorporated.</p> <p>The following is a summary of significant audit findings and opinions issued with the 2022 financial statement audit:</p> <ul style="list-style-type: none">- Plante Moran is issuing an unmodified opinion.- There were no material weaknesses identified- There were no findings reported under Uniform Grant Guidance (Airport Improvement Program)- There were no findings reported over the Passenger Facility Charge but change in accounting principle from accrual to cash basis.- No financial statement adjustments were identified during the audit that required posting to the financial statements. <p>Following acceptance by the Board, the Audited financial statements will be provided to the Office of the State Auditor, the Federal Audit Clearing House, the Federal Aviation Administration, and the Electronic Municipal Market Access system to satisfy all regulatory requirements.</p>
REVIEWED BY:	Executive Director and Finance and Audit Committee
FISCAL IMPACT:	N/A
ATTACHMENTS:	Final Draft of the Audited Financial Statements
STAFF CONTACT:	Angela Padalecki 970-852-1247 apadalecki@gjairport.com

Grand Junction Regional Airport Authority

Financial Report with Supplemental Information December 31, 2022

Open Items

1. Report has not yet been through final report processing and proofreading
2. FN 1 - Subsequent events information open to be updated

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Independent Auditor's Report

To the Board of Commissioners
Grand Junction Regional Airport Authority

Report on the Audits of the Financial Statements

Opinion

We have audited the financial statements of Grand Junction Regional Airport Authority (the "Authority") as of and for the year ended December 31, 2022 and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of Grand Junction Regional Airport Authority as of December 31, 2022 and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audits of the Financial Statements* section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 2 to the financial statements, the Authority implemented the provisions of GASB Statement No. 87, *Leases*, for the year ended December 31, 2022. This statement requires recognition of lease receivables and deferred inflows for leases that meet certain criteria based on the provisions of the contract. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audits of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that audits conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

To the Board of Commissioners
Grand Junction Regional Airport Authority

In performing audits in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audits.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audits in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audits, significant audit findings, and certain internal control-related matters that we identified during the audits.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and other required supplementary information, as identified in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, which considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise Grand Junction Regional Airport Authority's basic financial statements. The accompanying schedule of expenditures of federal awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance"), and the schedule of passenger facility charge collections and expenditures, as required by the *Passenger Facility Charge Audit Guide for Public Agencies*, are presented for the purpose of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedules of expenditures of federal awards and passenger facility charge collections and expenditures are fairly stated in all material respects in relation to the basic financial statements as a whole.

To the Board of Commissioners
Grand Junction Regional Airport Authority

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated September 19, 2023 on our consideration of Grand Junction Regional Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of Grand Junction Regional Airport Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Grand Junction Regional Airport Authority's internal control over financial reporting and compliance.

September 19, 2023

Draft

INTRODUCTION

Grand Junction Regional Airport, Colorado, Public Airport Authority was created in 1971 under the Public Airport Authority Act of 1965. The Grand Junction Regional Airport Authority (the "Authority" or "GJT") is composed of seven appointed members: three from Mesa County, three from the City of Grand Junction and one at-large selection. The term of each Commissioner of the Authority Board is four years; no member may serve more than two consecutive four-year terms. The Board of Commissioners selects and appoints an Executive Director who implements the policies established by the Board, manages the airport, and serves at the pleasure of the Board.

The Authority engages in business-type activities. These are activities that are intended to recover all or a significant portion of their costs through user fee charges to external parties for goods or services. The Authority reports its business-type activities in a single enterprise fund, meaning that its activities are operated and reported like a private-sector business. An enterprise fund uses the accrual basis of accounting, and accordingly, revenues are recognized when earned and expenses are recognized as incurred.

GJT Description

The Grand Junction metropolitan area is classified as a non-hub commercial service market, as the Airport enplanes less than 0.05% of all commercial airline enplanements in the United States.

The Airport is located on approximately 2,800 acres of land and has two active runways and an air traffic control tower. The primary runway is Runway 11/29, which measures 10,501 feet long and 150 feet wide with a northwest-southeast orientation. Crosswind Runway 4/22 measures 5,501 feet long and 75 feet wide in a southwest/northeast orientation. The secondary runway is designed to facilitate the operations of smaller aircraft during crosswind conditions on Runway 11/29.

The passenger terminal building opened in 1982 and contains approximately 76,000 square feet of space and offers one airside concourse with three passenger boarding bridges. The terminal building accommodates passenger ticketing, baggage claim, passenger screening, concessions, and rental car facilities and public parking is available on site. In addition to the passenger terminal building, the Authority also provides cargo and general aviation facilities and has an aircraft rescue firefighting building.

Location

Grand Junction is situated on the western slope of the Rocky Mountains in Mesa County, Colorado. The Airport and the City of Grand Junction are located between Denver and Salt Lake City, approximately 260 miles from each. The closest airports, which provide regularly scheduled commercial or regional jet service, are Aspen-Pitkin County Airport, Eagle County Airport, and the Montrose County Regional Airport.

Air Traffic

As of December 31, 2022, GJT offered direct, year-round service to Dallas/Fort Worth, TX, Denver, CO, Las Vegas, NV, and Phoenix, AZ, and seasonal nonstop service to Los Angeles, CA, and Mesa, AZ. Air service was provided throughout the year by four different carriers, including: Allegiant, American Airlines, Frontier (seasonally), and United.

MANAGEMENT'S DISCUSSION AND ANALYSIS

The following discussion and analysis of the financial position and activity of the Authority provides an introduction and overview of the basic financial statements of the Authority as of and for the year ended December 31, 2022. This discussion has been prepared by management and should be read in conjunction with the financial statements and the notes thereto, which follow this section.

Financial Highlights

On March 10, 2020, Colorado Governor Jared Polis declared a State of Emergency related to the presence of the Novel Coronavirus 2019 (COVID-19) in the State of Colorado. On March 11, 2020, the World Health Organization (WHO) declared the outbreak a global pandemic and on March 13, 2020, President Donald J. Trump issued a proclamation declaring the COVID-19 outbreak in the United States a national emergency. Nationally and at the state level, business activities and public gatherings were limited throughout 2020 and air traffic declined sharply following the declarations from the President and the WHO. GJT had a 36% decline in commercial airline landings and a 47% decline in total passengers because of the pandemic in 2020.

In 2021 commercial airline activity and passenger numbers quickly rebounded at GJT compared to the national average as tourists flocked to the mountain west. Unfortunately, during the pandemic there was a surge in commercial airline pilot retirements and separations while travel demand was suppressed. As air travel demand rebounded in 2021 it became clear there was an industry wide pilot shortage. This led to Delta Airlines abruptly discontinuing service at GJT on January 9, 2022. While Delta made up 18% of the budgeted landed weight and 21% of budgeted enplanements in 2022, enplanements were only down 7% from budget for 2022. Delta's unexpected market exit was the main driver for passenger airline revenues finishing more than 10% below budget.

The pandemic had multiple impacts on the Authority's Statement of Revenue, Expenses, and Changes in Net Position, including the following:

- Due to the severe impact of the pandemic nationwide, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law on March 27, 2020, The Coronavirus Response and Relief Supplemental Appropriation Act (CRRSA) on December 27, 2020, and the American Rescue Plan Act (ARPA) of 2021 on March 11, 2021. Each of these relief bills included funding specifically allocated for U.S. airports. Applicable grants awarded to the Authority from these acts are summarized below:
 - The Authority was awarded \$3,312,328 from ARPA and utilized \$211,722 in 2021 and the remaining \$3,100,606 in 2022 to offset operational expenses.
 - In addition to the relief grants available to the Authority for operating expenses and debt service, the CRRSA and ARPA programs also included grants awarded to airports for concession rent relief. The Authority was awarded concession relief under the ACRGP of \$53,547 and \$214,188 from ARPA in 2021. These amounts have not yet been distributed to concessionaries.
- In 2022, operating revenues surpassed 2021 revenues by about \$95,000 (1.2%) even though there was a 13% decrease in total enplaned passengers from 2021 to 2022.
- In 2022, PFC revenues and CFC revenues were below 2021 levels driven by the reduction of enplaned passengers; 2022 PFC revenues were 16% below and CFC revenues were 5% below 2021 revenues.
- In 2022, operating expenses before depreciation decreased by 10% (\$1.0 million) when compared to 2021. This decrease was due to reduced expenditures in repairs and maintenance and personnel compensation and benefits.

The Authority has an extensive Capital Improvement Program that includes a runway replacement and ongoing airfield maintenance on existing pavements. The majority of the funding for these projects comes from the Federal Aviation Administration (FAA) as part of the Airport Improvement Program (AIP). The Airport spent over \$8.0 million in 2022 and \$19.2 million in 2021 on AIP projects.

In addition to the airfield Capital Improvement Program, the Authority has made significant investments in the passenger terminal building, air traffic control tower, general aviation area, and other landside infrastructure in recent years. In 2021, the authority invested approximately \$550,000 in repairs and improvements to rental car facilities including a new fuel canopy, new customer counters, and repairs and improvements to office space. Additionally, the Authority spent approximately \$245,000 in improvements to the HVAC and fire alarm system in the air traffic control tower and \$555,000 in repairs and improvements to the terminal building to re-design the layout of the TSA checkpoint screening area, replace an HVAC unit and make other needed repairs. In 2022, the Authority spent about \$500,000 on design work to expand the public parking lot and rehabilitate taxi lanes in the general aviation area and Runway 4/22.

Capital assets increased over \$8,500,000 before depreciation from 2021 to 2022 as a result of these projects.

In 2022, the Authority adopted Governmental Accounting Standards Board ("GASB") No. 87, Leases, which changes the accounting and presentation for the Authority's lease revenue. Additional information related to the recognition of lease revenue can be found in Note 7.

Overview of the Financial Statements

The Authority's financial statements consist of its statement of net position; statement of revenues, expenses, and changes in net position; statement of cash flows and notes to the financial statements. The statement of net position presents information on the Authority's assets, deferred outflows, liabilities, deferred inflows, and net position. Over time, increases or decreases in net position serve as a useful indicator of whether the financial position of the Authority is improving or deteriorating. The statement of revenues, expenses, and changes in net position present information showing how the Authority's net position changed during the year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the cash flows. Revenues and expenses are reported in this statement for some items that will result in cash flows in future fiscal periods.

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the financial statements. This report also includes required supplementary information for the Authority's pension and other postemployment benefit plan for the purpose of additional analysis.

These financial statements are prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the GASB.

Grand Junction Regional Airport Authority

Management's Discussion and Analysis

Year Ended December 31, 2022

Summary of Revenues, Expenses, and Changes in Net Position

The following is a summary of the revenues, expenses, and changes in net position for the years ended December 31, 2022, and 2021..

	2022	2021
Total operating revenues	\$ 6,943,113	\$ 6,848,188
Total non-operating revenues	4,794,090	5,966,225
Total revenues	<u>11,737,203</u>	<u>12,814,413</u>
Total operating expenses	9,161,882	10,191,368
Net non-operating expenses	562,673	576,578
Total expenses	<u>9,724,555</u>	<u>10,767,946</u>
Income (Loss) before capital contributions	2,012,648	2,046,467
Capital contributions	7,419,612	19,299,321
Increase in net position	<u>\$ 9,432,260</u>	<u>\$ 21,345,788</u>

The following is a summary of operating revenues for the years ended December 31, 2022, and 2021.

	2022	2021
Aeronautical revenue		
Passenger airline revenue		
Passenger airline landing fees	\$ 540,073	\$ 636,617
Terminal rent	1,174,076	1,177,019
Other	30,030	24,699
Total passenger airline revenue	<u>1,744,179</u>	<u>1,838,335</u>
Non-passenger airline revenue		
Non-passenger landing fees	119,439	157,841
Cargo and hangar rentals	57,979	55,228
Fuel flowage fees and aviation fuel tax	844,570	713,815
Other	13,920	10,740
Total non-passenger airline revenue	<u>1,035,908</u>	<u>937,624</u>
<i>Total aeronautical revenue</i>	<u>2,780,087</u>	<u>2,775,960</u>
Non-aeronautical revenue		
Land and building leases	631,532	604,274
Terminal – restaurant and retail	172,499	173,031
Terminal - rent	184,428	183,795
Rental cars	1,538,529	1,528,349
Parking and ground transportation	1,571,346	1,502,103
Other	64,692	80,676
<i>Total non-aeronautical revenue</i>	<u>4,163,026</u>	<u>4,072,228</u>
<i>Total operating revenue</i>	<u>\$ 6,943,113</u>	<u>\$ 6,848,188</u>

Passenger airline revenue is primarily from terminal rent which is currently based on a fixed rates and charges model. Terminal rental rate decreased 5% in 2022 from 2021 because the airport received CARES funds that tenants did not. This caused a minor decrease in passenger airline terminal rent in 2022 from 2021.

Grand Junction Regional Airport Authority

Management's Discussion and Analysis

Year Ended December 31, 2022

Non-passenger airline revenue consists primarily of landing fees from non-passenger airline activity like cargo, and fuel flowage fees and taxes. Fuel taxes are collected on all fuel sold at airports throughout the state and a portion is remitted by the State of Colorado back to the airports proportionately based on sales. The increase in fuel tax revenue in 2022 was driven by higher fuel prices when compared to 2021. The dip in non-passenger landing fees in 2022 was the result of having a mild wildland fire fighting year in the area when compared to 2021.

Non-aeronautical revenue consists of some fixed rent charges and other variable revenues that are directly correlated to passenger traffic. The increase in non-aeronautical revenue in 2022 was driven by an increase in parking rates effective November 1, 2022.

The following is a summary of operating expenses for the years ended December 31, 2022 and 2021.

	2022	2021
Personnel compensation and benefits	\$ 1,691,363	\$ 2,267,004
Communications and utilities	386,793	347,665
Supplies and materials	578,386	481,107
Contract services	641,993	662,618
Repairs & maintenance	436,502	905,426
Insurance	137,507	133,707
Depreciation	5,115,817	5,120,943
Other	173,524	272,896
Total operating expenses	\$ 9,161,885	\$ 10,191,366

The majority of the Airport's operating expenses are fixed in nature, and do not fluctuate with increases and decreases in passenger traffic. Total operating expenses decreased 10% from 2021 to 2022, driven by the repairs and maintenance expenses in 2021 associated with the maintenance and improvement projects to the terminal building, air traffic control tower, and rental car facilities that did not recur in 2022. In 2022, personnel compensation and benefits were 25% less than 2021 due to the change in the net pension and other post-employment benefit adjustment from 2021 to 2022 which decreased by \$775,681. This decrease was not from a decrease in personnel or wages. The pension and other post-employment benefit expenses and adjustments are described further in Notes 9 and 10.

Non-Operating Revenues and Expenses, Capital Grants and Capital Contributions

The following is a summary of non-operating revenues and expenses for the years ended December 31, 2022, 2021, and 2020.

	2022	2021
Passenger facility charges	\$ 886,002	\$ 1,048,646
Interest income	63,171	33,132
Interest expense	(562,673)	(576,578)
Customer facility charges	652,924	689,784
Grant revenue	3,168,834	4,193,938
Capital contributions	7,419,613	19,299,321
Other	23,159	726
Total non-operating revenue (expense), net	\$ 11,651,029	\$ 24,688,969

Passenger facility charges decreased by \$163k (16%) from 2021 to 2022. Customer facility charges decreased by \$36,860 (5%) from 2021 to 2022. Both of these decreases in non-operating revenue correlate with a 13% decrease in enplaned passengers in the same timeframe. The other major variance in non-operating activity is the amount of capital contributions recognized by the Authority. The capital contributions represent grant revenue towards the Authority's CIP program. Capital contributions will fluctuate year to year depending on the projects awarded and

Grand Junction Regional Airport Authority

Management's Discussion and Analysis

Year Ended December 31, 2022

the amount of construction completed. In 2022, the Authority invested more than \$7.4 million in AIP projects, the majority of which was related to the replacement of runway 11/29. See Note 4 for a more comprehensive list of capital projects in process.

In 2022, non-operating revenue included \$3,100,606 in CARES Act grant revenue. This grant revenue was available to reimburse operating expenses incurred during the year. Passenger and customer facility charges decreased due to the decline in passenger traffic.

Summary of Net Position

The following is a summary of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position as of December 31, 2022 and 2021:

	2022	2021
Current assets	\$ 28,103,790	\$ 24,425,153
Restricted assets	2,622,514	2,132,592
Net pension asset	183,991	
Capital assets, net	92,575,825	89,565,297
Leases Receivable, net of current	4,020,354	-
Total assets	127,506,474	116,123,042
Deferred outflows of resources	337,827	625,066
Total assets and deferred outflows of resources	127,844,301	116,748,108
Current liabilities	3,953,197	4,745,186
Non-current liabilities	15,834,743	18,068,038
Total liabilities	19,787,940	22,813,224
Deferred inflows of resources	6,114,432	1,425,215
Net position		
Total net position	101,941,929	92,509,660
Total liabilities, deferred inflows of resources and net position	\$ 127,844,301	\$ 116,748,108

Current Assets

From 2021 to 2022, current assets increased by more than \$3.6 million, about 15.1%. The majority of the increase was attributable to an increase in cash on hand from the receipt of CARES Act funds for the reimbursement of operation expenses and from the recognition of a lease receivable balance to comply with GASB 87 requirements. The balance of grants receivable fluctuates based on the amount of work being completed and the timing of receiving reimbursements from the FAA. See Note 4 for additional details on the open AIP projects.

Capital Assets

In 2022, the Authority invested over \$7.4 million in AIP grant funded projects which contributed to the \$8.0 million increase in assets not subject to depreciation as those projects were not completed during the year. The largest project under construction in 2022 was earthwork for the construction of Runway 11/29.

Current Liabilities

The fluctuations in current liabilities from 2021 to 2022 were almost entirely related to the change in accounts payable related to capital projects. At the end of 2021 and 2022, the Authority had major construction projects that were not completed and still had significant balances of retainage payable.

Long-Term Debt

Grand Junction Regional Airport Authority

Management's Discussion and Analysis

Year Ended December 31, 2022

Capital acquisitions are funded using a variety of financing mechanisms, including federal and state grants, passenger facility charges, public debt issues, and airport operating revenues. During 2016 the Authority refunded the 2007 Revenue Bonds with the 2016 Revenue Bonds resulting in a \$9,000,000 project fund. As of December 31, the balance due on the 2016 Bonds was \$15,435,000 (2022) and \$16,200,000 (2021).

Deferred Outflows and Deferred Inflows of Resources

Changes in deferred outflows and deferred inflows were related to the changes in the Authority's proportionate share of the pension and other post-employment benefits (OPEB) liabilities for the cost-sharing plan in which the Authority participates. See Note 9 and Note 10 for additional information on the calculation of these amounts.

Budgetary Highlights

The Authority establishes its annual operating budget using the modified cash basis, which is different than the basis of accounting used to present the Authority's financial statements. Cash outflows for debt principal payments and capital asset purchases that are recorded as changes in the statement of net position are included as non-operating expenses in the annual budget for the Authority, and no amount is budgeted for non-cash adjustments to the pension and OPEB liabilities, which are recognized in personnel costs, or other non-cash expenses including depreciation and amortization of the bond premium.

	2022 Actual	2022 Budget	Budget to Actual Variance
Operating Revenues			
Aeronautical revenue	\$2,780,087	\$2,639,000	\$ 141,087
Non-aeronautical revenue	4,163,026	3,629,000	534,026
Total Operating Revenue	6,943,113	6,268,000	675,113
Operating Expenses Excluding Depreciation	4,047,067	5,268,000	(1,220,933)
Net Operating Revenues Over (Under) Operating Expense	\$2,896,046	\$1,000,000	\$1,896,046

During the 2022 budgeting process the Authority was planning for commercial airline activity to look similar to levels experienced in 2019, and therefore the operational activity in 2019 was used as a baseline in creating the 2022 budget. Actual activity levels were below the budget assumptions due to Delta's unexpected market exit on January 9, 2022. The lower-than-expected airline revenues were more than offset by higher fuel tax revenues, resulting in aeronautical revenues slightly above budget. Non-aeronautical revenue also exceeded budgeted expectations due to higher public parking and rental car revenue.

Operating expenses were \$1.23 million below budget driven by an unexpected pension liability adjustment that reduced the Authority's personnel compensation and benefits expense by \$776,000. An additional \$226,000 in personnel compensation and benefits expense reduction came from vacant positions.

	2021 Actual	2021 Budget	Budget to Actual Variance
Operating Revenues			
Aeronautical revenue	\$2,775,960	\$2,403,700	\$372,260
Non-aeronautical revenue	4,072,228	2,473,500	1,598,728
Total Operating Revenue	6,848,188	4,877,200	1,970,988
Operating Expenses Excluding Depreciation	5,070,425	4,870,700	199,725
Net Operating Revenues Over (Under) Operating Expense	\$1,777,763	\$6,500	\$1,771,263

During the 2021 budgeting process, the Authority was planning financially for commercial airline activity to take three years to recover from the pandemic. The activity levels used to budget variable revenues from passengers and airline activity assumed that passenger numbers would still be down approximately 42% from 2019 and that

commercial landed weight would be down about 35%. Actual activity levels far exceeded the budget assumptions with enplaned passengers coming in at approximately 97% of 2019 and commercial landed weight exceeding 2019 by approximately 12%. The higher-than-expected activity levels resulted in operating revenues that were 31% higher than budget.

Operating expenses exceeded the budget in 2021 due to the improvement and maintenance projects completed in the terminal, air traffic control tower, and rental car areas. For budget purposes, these amounts are included in the capital expenditures budget since they are non-recurring expenditures specific to a project. However, the majority of the projects do not qualify as capital expenditures and are expensed. The non-recurring repair and maintenance projects in 2021 totaled \$503,000.

Subsequent Events Impacting Current Operations

There were no material subsequent events up through and including September 19, 2023, which is the date the financial statements were available to be issued.

Request for Information

The Authority's financial statements are designed to present interested parties (customers, tenants, creditors, and the community) with a general overview of the Authority's finances and to demonstrate accountability to all interested parties. If you have any questions concerning this report or need additional financial information, please contact the Grand Junction Regional Airport Authority, 2828 Walker Field Drive, Ste 301, Grand Junction, Colorado 81506 or at 970-244-9100.

Grand Junction Regional Airport Authority

Statement of Net Position

December 31, 2022

Assets

Current assets:	
Cash and cash equivalents (Note 3)	\$ 16,322,406
Receivables:	
Accounts receivable - Net	3,910,729
Leases receivable (Note 7)	320,975
Grants	7,021,919
Prepaid expenses and other assets	<u>527,761</u>
Total current assets	28,103,790
Noncurrent assets:	
Restricted assets - Cash and cash equivalents (Note 3)	2,622,514
Net pension asset (Note 9)	183,991
Capital assets: (Note 4)	
Assets not subject to depreciation	39,829,635
Assets subject to depreciation - Net	52,746,190
Leases receivable - Net of current portion	<u>4,020,354</u>
Total noncurrent assets	<u>99,402,684</u>
Total assets	127,506,474

Deferred Outflows of Resources

Deferred pension costs (Note 9)	305,878
Deferred OPEB costs (Note 10)	<u>31,949</u>
Total deferred outflows of resources	337,827

Liabilities

Current liabilities:	
Accounts payable	261,126
Accounts payable - Capital assets	2,175,810
Accrued expenses (Note 5)	300,164
Lease deposits	151,054
Current portion of revenue received in advance	108,976
Current portion of revenue bonds payable (Note 6)	<u>956,067</u>
Total current liabilities	3,953,197
Noncurrent liabilities:	
Revenue received in advance - Net of current portion	344,667
Revenue bonds payable - Net of current portion (Note 6)	15,346,224
Net OPEB liability (Note 10)	<u>143,852</u>
Total noncurrent liabilities	15,834,743

Deferred Inflows of Resources

Deferred pension cost reductions (Note 9)	1,708,936
Leases (Note 7)	4,341,329
Deferred OPEB cost reductions (Note 10)	<u>64,167</u>
Total deferred inflows of resources	<u>6,114,432</u>

Net Position

Net investment in capital assets	76,273,534
Restricted for debt service and capital assets	2,622,514
Unrestricted	<u>23,045,881</u>
Total net position	<u>\$ 101,941,929</u>

Grand Junction Regional Airport Authority

Statement of Revenue, Expenses, and Changes in Net Position

Year Ended December 31, 2022

	<u>Total</u>
Operating Revenue	
Aeronautical revenue:	
Passenger airlines revenue:	
Passenger airlines landing fees	\$ 540,073
Terminal rent	1,174,076
Other aeronautical revenue	<u>30,030</u>
Total passenger airlines revenue	1,744,179
Nonpassenger airline revenue:	
Landing fees from cargo	119,439
Cargo and hangar rentals	57,979
Aviation fuel tax	386,437
Fuel flowage fees	458,133
Other nonpassenger airline revenue	<u>13,920</u>
Total nonpassenger airline revenue	1,035,908
Total aeronautical revenue	2,780,087
Nonaeronautical revenue:	
Land and building leases	631,532
Terminal - Food and beverage	141,405
Terminal - Retail	31,094
Terminal - Other	184,428
Rental cars	1,538,529
Parking and ground transportation	1,571,346
Other nonaeronautical revenue	<u>64,692</u>
Total nonaeronautical revenue	4,163,026
Total operating revenue	6,943,113
Operating Expenses	
Personnel compensation and benefits	1,691,365
Communications and utilities	386,793
Supplies and materials	578,388
Contract services	641,994
Repairs and maintenance	436,505
Insurance	137,507
Depreciation	5,115,815
Other	<u>173,515</u>
Total operating expenses	9,161,882
Operating Loss	(2,218,769)
Nonoperating Revenue (Expense)	
Passenger facility charges	886,002
Interest income	63,171
Customer facility charges	652,924
Grant revenue	3,168,834
Interest expense	(562,673)
Other nonoperating revenue	<u>23,159</u>
Total nonoperating revenue - Net	4,231,417
Income - Before capital contributions	2,012,648
Capital Contributions	7,419,612
Change in Net Position	9,432,260
Net Position - Beginning of year	<u>92,509,669</u>
Net Position - End of year	<u><u>\$ 101,941,929</u></u>

Grand Junction Regional Airport Authority

Statement of Cash Flows

Year Ended December 31, 2022

	<u>2022</u>
Cash Flows from Operating Activities	
Cash received from customers and users	\$ 6,825,069
Cash paid to vendors for goods and services	(2,775,554)
Cash paid to and for employees	(2,469,397)
Net cash and cash equivalents provided by operating activities	1,580,118
Cash Flows Provided by Noncapital Financing Activities - Operating grants - Operating grants and subsidies	2,359,994
Cash Flows from Capital and Related Financing Activities	
Grants received	8,846,527
Customer facility charges received	652,924
Passenger facility charges received	899,160
Interest paid	(740,417)
Acquisition and construction of capital assets	(8,969,924)
Disposals and adjustments of capital assets	20,000
Principal payments on notes and bonds	(774,990)
Net cash and cash equivalents used in capital and related financing activities	(66,720)
Cash Flows Provided by Investing Activities - Interest received on cash equivalents	63,171
Net Increase (Decrease) in Cash and Cash Equivalents	3,936,563
Cash and Cash Equivalents - Beginning of year	15,008,357
Cash and Cash Equivalents - End of year	<u>\$ 18,944,920</u>
Classification of Cash and Cash Equivalents	
Operating cash	\$ 16,322,406
Restricted cash and cash equivalents	2,622,514
Total cash and cash equivalents	<u>\$ 18,944,920</u>
Reconciliation of Operating Loss to Net Cash and Cash Equivalents from Operating Activities	
Operating loss	\$ (2,218,769)
Adjustments to reconcile operating loss to net cash and cash equivalents from operating activities:	
Depreciation expense	5,115,815
Net Pension and OPEB expense	(800,606)
Changes in assets and liabilities:	
Receivables	(89,844)
Prepaid expenses	(452,410)
Accounts payable	42,361
Accrued liabilities	11,771
Revenue received in advance	(25,114)
Lease deposits	(3,086)
Total adjustments	3,798,887
Net cash and cash equivalents provided by operating activities	<u>\$ 1,580,118</u>

December 31, 2022

Note 1 - Nature of Business

Grand Junction Regional Airport Authority (the "Authority") was established in 1971 under the provisions of the Public Airport Authority Act of 1965 when all assets of the city/county-owned airport were transferred to the Authority. The Authority's Board of Commissioners (the "Board") is composed of seven appointed members: three from Mesa County, Colorado; three from the City of Grand Junction, Colorado; and one at-large selection. The term of each director of the Board is four years; no member may serve more than two consecutive four-year terms.

As noted above, neither the City of Grand Junction, Colorado nor Mesa County, Colorado appoints a voting majority of the Board; however, both have signed a supplemental co-sponsorship agreement between the Authority and the Federal Aviation Administration (FAA). The co-sponsorship mandates that the City of Grand Junction, Colorado and Mesa County, Colorado would be liable for the financial commitments of the sponsor under the grant agreements should the Authority not be able to satisfy the financial commitments out of the revenue generated by the operation of the airport.

The reporting entity of the Authority includes those activities and functions over which the Authority is considered to be financially accountable. The Authority's financial statements include the accounts and operations of all of the Authority's functions. The Authority is the primary government and does not include any component units using the criteria set forth in accounting principles generally accepted in the United States of America.

The Authority is a special purpose government engaged only in business-type activities. For this type of government, only enterprise financial statements are presented.

Note 2 - Significant Accounting Policies

Accounting and Reporting Principles

The accompanying financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP), as prescribed in pronouncements of the Governmental Accounting Standards Board (GASB). The following is a summary of the significant accounting policies used by the Authority:

Basis of Accounting

The financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenue is recognized when earned, and expenses are recognized when incurred. Depreciation is computed and recorded as an operating expense. Expenditures for property and equipment are shown as increases in assets. When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first.

The operations of the Authority are accounted for on a fund basis in a single enterprise fund. Enterprise funds may be used to account for operations (a) that are financed and operated in a manner similar to business enterprises where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods and services to the general public on a continuing basis be financed or recovered primarily through user charges or (b) where the governing body has decided that periodic determination of revenue earned, expenses incurred, and/or changes in net position is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

Use of Estimates

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

December 31, 2022

Note 2 - Significant Accounting Policies (Continued)

Specific Balances and Transactions

Cash and Cash Equivalents

The Authority considers all highly liquid instruments with an original maturity of three months or less when purchased to be cash equivalents.

Receivables

Accounts receivable are stated at invoiced amounts. An allowance for doubtful accounts is established based on a specific assessment of all invoices that remain unpaid following normal customer payment periods. In addition, a general valuation allowance is established for other accounts receivable based on historical loss experience. All amounts deemed to be uncollectible are charged against the allowance for doubtful accounts in the period that determination is made. As of December 31, 2022 the allowance for doubtful accounts was \$24,000.

Grants receivable primarily represent reimbursements due from the federal government for allowable costs incurred on federal award programs.

Restricted Assets

The following amounts are reported as restricted assets:

- *Passenger Facility Charges* - The Authority received approval from the FAA to impose and use a PFC of \$4.50 per eligible enplaned passenger. The PFCs are restricted for use in the construction of certain airport improvements and related construction debt, as approved by the FAA. During 2007, the Authority was approved to collect PFCs to help fund airport improvement projects and was approved to collect approximately \$15,857,760 in connection with these projects. In 2018, the Authority was approved to collect an additional \$11,530,025 of PFCs for improvement projects being completed in 2018 and 2019. As of December 31, 2022, the Authority had collected \$12,957,932 and \$1,616,341, respectively, of the approved charges, and, based on the project costs in the approved PFC applications and the estimated future PFC collection rate determined by the FAA, the Authority is approved to collect PFCs through 2036. PFC revenue is classified as nonoperating in the statement of revenue, expenses, and changes in net position. PFCs are paid by the carriers, with unexpended amounts reflected as a restriction of net position.
- *Revenue Bond Reserve Fund* - The debt service account is used to segregate resources authorized for use on capital projects with the 2016 bond refinancing. The bond reserve account is drawn down to reimbursement funds spent by the Authority on capital projects. Unexpended amounts are reflected as a restriction of net position.
- *Rental Car Improvements* - In 2008, the Authority began assessing a daily use fee, or customer facility charge (CFC), on airport rental cars. In 2022, the CFC charge for on airport rental cars was \$4 per day. These funds are being used to make payments on debt and fund capital projects in airport rental car service areas. Unexpended amounts are reflected as a restriction of net position.

Capital Assets

Capital assets are defined by the Authority as assets with an initial individual cost of more than \$5,000 and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Depreciation is computed using the straight-line method over the estimated useful lives of the assets, ranging from 5 to 50 years. Depreciation of construction in progress assets begins when an asset is placed in service.

Note 2 - Significant Accounting Policies (Continued)

Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to future periods and will not be recognized as an outflow of resources (expense) until then.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to future periods and will not be recognized as an inflow of resources (revenue) until that time.

The Authority reports deferred outflows and inflows of resources related to the pension and OPEB plans as described in Note 9 and Note 10. The Authority reports deferred inflows of resources related to leases receivable that are described in Note 7.

Net Position

Net position of the Authority is classified in three components. Net investment in capital assets consists of capital assets net of accumulated depreciation and is reduced by the current balances of any outstanding borrowings used to finance the purchase or construction of those assets. The restricted component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Unrestricted net position is the remaining net position that does not meet the definition of invested in capital or restricted.

Operating Revenue and Expenses

The statement of revenue, expenses, and changes in net position distinguishes operating revenue and expenses from nonoperating activity and capital contributions. Operating revenue and expenses generally result from providing services in connection with the Authority's principal ongoing operations. The principal operating revenue is charges to airline tenants for facility rentals and landing fees and revenue from passenger services, such as parking and rental cars. Operating expenses include the cost of providing services, administrative costs, repairs and maintenance of the facilities, and depreciation on capital assets.

Nonoperating Revenue and Expenses

All revenue and expenses not meeting the above definition of operating revenue and expenses are reported as nonoperating revenue and expenses or capital contributions. Such items include passenger facility charges, car rental customer facility charges, interest income and expense, and grants.

Grants and Contributions

Outlays for airport capital improvements are subject to reimbursement from federal grant programs through the Airport Improvement Program (AIP) of the FAA. Funds are also received for airport development from the State of Colorado. Funding provided from government grants is considered earned as the related approved capital outlays are incurred. Costs claimed for reimbursement are subject to audit and acceptance by the granting agency.

Note 2 - Significant Accounting Policies (Continued)

Pension

The Authority participates in the Local Government Division Trust Fund (LGDTF), a cost-sharing multiple-employer defined benefit pension fund administered by the Public Employees' Retirement Association of Colorado (PERA). The LGDTF provides retirement and disability, postretirement annual increases, and death benefits for members or their beneficiaries. The net pension liability (asset), deferred outflows of resources, deferred inflows of resources, and pension expense have been determined using the economic resources measurement focus and the accrual basis of accounting in accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions*; GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - an amendment of GASB Statement No. 68*; and GASB Statement No. 82, *Pension Issues - an amendment of GASB Statement No. 67, No. 68, and No. 73*. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

Other Postemployment Benefit Costs

In addition to the LGDTF described above, the Authority also participates in the Health Care Trust Fund (HCTF), a cost-sharing multiple-employer defined benefit fund administered by PERA that is considered an other postemployment benefit (OPEB). The HCTF provides a health care premium subsidy to eligible participating PERA benefit recipients and retirees who choose to enroll in one of the PERA health care plans. The net OPEB liability, deferred outflows of resources, deferred inflows of resources, and OPEB expense have been determined using the economic resources measurement focus and the accrual basis of accounting in accordance with GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*. For this purpose, benefits paid on behalf of health care participants are recognized when due and/or payable in accordance with the benefit terms. Investments are reported at fair value.

Compensated Absences (Vacation and Sick Leave)

In accordance with the vesting method provided under GASB Statement No. 16, *Accounting for Compensated Absences*, accumulated vacation and personal time is accrued based on assumptions concerning the probability that certain employees will become eligible to receive these benefits in the future.

Leases

The Authority is a lessor for noncancelable leases of certain building spaces to various third parties. The assets leased include specific areas in the terminal, airport facilities, and surrounding property. The Authority recognizes a lease receivable and a deferred inflow of resources, where applicable, in the financial statements.

At the commencement of a lease, the Authority initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how the Authority determines the discount rate it uses to discount the expected lease receipts to present value, lease term, and lease receipts.

- The Authority uses the Applicable Federal Rate corresponding to the lease term and applicable on the commencement date of the lease as the discount rate for leases.

Note 2 - Significant Accounting Policies (Continued)

- The lease term includes the noncancelable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

The Authority monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Budgeting Requirements

The Authority's budgeting process is a financial planning tool used to establish the estimated revenue and expenditures for the airport. The budget is prepared by the Authority and approved by the Board in accordance with the State of Colorado's Financial Management Manual and in accordance with Colorado Revised Statutes. The initial budget is submitted to the Board by October 15, and the Authority adopts an appropriation resolution for the next fiscal year by December 31. The Board may amend the appropriation resolution at any time during the year if warranted by circumstances.

The Authority appropriates, and may not exceed appropriations, at a total fund level. Budgeted appropriations for the years ended December 31, 2022 were \$37,059,000.

The budget basis of accounting differs from the generally accepted accounting principles basis in that debt proceeds are included as revenue, outlays for acquisition of capital assets and debt principal payments are included as expenditures, and depreciation is not included in expenditures.

Long-lived Assets

The Authority reviews the recoverability of long-lived assets, including buildings and equipment, when events or changes in circumstances occur that indicate the carrying value of the asset may not be recoverable. The assessment of possible impairment is based on the ability to recover the carrying value of the asset from the expected future cash flows (undiscounted and without interest charges) of the related operations. If these cash flows are less than the carrying value of such asset, an impairment loss is recognized for the difference between estimated fair value and carrying value. The measurement of impairment requires management to make estimates of these cash flows related to long-lived assets, as well as other fair value determinations.

Revenue Received in Advance

During March 2017, the Authority granted a lease to the Bureau of Land Management (BLM) for use of airport land for a term of 20 years. The BLM prepaid the entire lease in the amount of \$500,000. The prepayment is reflected as revenue received in advance and is being amortized over the life of the lease in the amount of \$25,000 per year. As of December 31, 2022, the unamortized balance was \$369,734.

Terminal space rentals and land and building lease payments collected in advance are recorded as a liability or deferred inflows of resources and recognized into revenue in the applicable period.

Risk Management

The Authority is exposed to various risks of loss related to torts; errors and omissions; violations of civil rights; theft of, damage to, and destruction of assets; and natural disasters. These risks are covered by commercial insurance. There has been no significant reduction in insurance coverage, and settlement amounts have not materially exceeded coverage for the current or prior three years.

Note 2 - Significant Accounting Policies (Continued)

Upcoming Accounting Pronouncements

In March 2020, the GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, to bring a uniform guidance on how to report public-private and public-public partnership arrangements. As a result, transferors in public-private or public-public arrangements will recognize receivables for installment payments, deferred inflows of resources, and, when applicable, capital assets. Operators will recognize liabilities for installment payments and intangible right-to-use assets, and when applicable, deferred outflows of resources and liabilities for assets being transferred. This statement also provides guidance for accounting and financial reporting for availability payment arrangements, in which a government compensates an operator for services such as designing, constructing, financing, maintaining, or operating an underlying asset for a period of time in an exchange of exchange-like transaction. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2023.

In May 2020, the Governmental Accounting Standards Board issued GASB Statement No. 96, *Subscription-Based Information Technology Arrangements (SBITAs)*, which defines SBITAs and provides accounting and financial reporting for SBITAs by governments. This statement requires a government to recognize a subscription liability and an intangible right-to-use subscription asset for SBITAs. The Authority is currently evaluating the impact this standard will have on the financial statements when adopted. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2023.

In April 2022, the Governmental Accounting Standards Board issued GASB Statement No. 99, *Omnibus 2022*, which establishes or amends accounting and financial reporting requirements for specific issues related to financial guarantees, derivative instruments, leases, public-public and public-private partnerships (PPPs), subscription-based information technology arrangements (SBITAs), the transition from the London Interbank Offered Rate (LIBOR), the Supplemental Nutrition Assistance Program (SNAP), nonmonetary transactions, pledges of future revenues, the focus of government-wide financial statements, and terminology. The standard has various effective dates. The Authority does not believe this pronouncement will have a significant impact on its financial statements but is still making a full evaluation.

In June 2022, the Governmental Accounting Standards Board issued GASB Statement No. 100, *Accounting Changes and Error Corrections*, which enhances the accounting and financial reporting requirements for accounting changes and error corrections. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2024.

In June 2022, the Governmental Accounting Standards Board issued GASB Statement No. 101, *Compensated Absences*, which updates the recognition and measurement guidance for compensated absences under a unified model. This statement requires that liabilities for compensated absences be recognized for leave that has not been used and leave that has been used but not yet paid in cash or settled through noncash means and establishes guidance for measuring a liability for leave that has not been used. It also updates disclosure requirements for compensated absences. The provisions of this statement are effective for the Authority's financial statements for the year ending December 31, 2024.

Adoption of New Accounting Pronouncements

During the current year, the Authority adopted GASB Statement No. 87, *Leases*. As a result, the Authority now includes receivables for the present value of payments expected to be received and deferred inflows of resources that will be recognized as revenue over the term of the lease. Lease activity is further described in Note 7.

Note 2 - Significant Accounting Policies (Continued)

Subsequent Events

Subsequent to December 31, 2022, the Authority entered into a loan agreement with the State of Colorado to borrow \$3,737,580 through the State Infrastructure Bank ("SIB" Loan Program) to finance certain eligible projects, including expansion of and improvement to airport parking lots and the rehabilitation and repair of airport property.

Note 3 - Cash and Cash Equivalents

Deposits and investments are reported in the financial statements as follows:

	<u>2022</u>
Unrestricted cash and cash equivalents	\$ 16,322,406
Restricted cash - Rental car improvements	2,201,346
Restricted cash equivalents - Revenue bond reserve fund	<u>421,168</u>
Total deposits and investments	<u>\$ 18,944,920</u>

The Authority's cash is subject to several types of risk, which are examined in more detail below:

Custodial Credit Risk

Custodial credit risk is the risk that, in the event of a bank failure, the Authority's deposits may not be returned to it. The Authority does not have a deposit policy for custodial credit risk; however, the Authority's deposits are not deemed to be subject to custodial credit risk, as they are covered by federal depository insurance or are collateralized under the Public Deposit Protection Act (PDPA). At December 31, 2022, the Authority had \$17,939,339 of bank deposits that were in excess of Federal Deposit Insurance Corporation (FDIC) limits and are covered by PDPA collateral requirements at the financial institution.

Interest Rate Risk

Interest rate risk is the risk that the value of investments will decrease as a result of a rise in interest rates.

Concentration of Credit Risk

Concentration of credit risk is the risk of loss attributed to the magnitude of a government's investment in a single issuer. The Authority places no limit on the amount the Authority may invest in any one issuer. The Authority does not have any investments subject to concentration of credit risk.

Investments

The Authority does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. Colorado statutes limit authorized investments to investments having maturities of five years or less, unless the entity's governing body specifically authorizes longer maturities. Currently, the Authority has no investments.

Fair Value Measurements

Fair value measurements are categorized within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets, Level 2 inputs are significant other observable inputs, and Level 3 inputs are significant unobservable inputs. Investments that are measured at fair value using net asset value per share (or its equivalent) as a practical expedient are not classified in the fair value hierarchy.

December 31, 2022

Note 3 - Cash and Cash Equivalents (Continued)

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The Authority’s assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset or liability.

The Authority did not have any investments valued with Level 1, 2, or 3 inputs at December 31, 2022.

Note 4 - Capital Assets

Capital asset activity of the Authority as of December 31, 2022 is as follows:

	Balance January 1, 2022	Additions	Disposals and Adjustments	Balance December 31, 2022
Capital assets not being depreciated:				
Land	\$ 2,416,059	\$ -	\$ -	\$ 2,416,059
Construction in progress	29,364,513	8,049,063	-	37,413,576
Subtotal	31,780,572	8,049,063	-	39,829,635
Capital assets being depreciated:				
Buildings and improvements	26,492,136	8,702	-	26,500,838
Land improvements	103,115,520	-	-	103,115,520
Equipment	5,944,579	70,921	(35,458)	5,980,042
Subtotal	135,552,235	79,623	(35,458)	135,596,400
Accumulated depreciation:				
Buildings and improvements	14,151,051	1,055,217	-	15,206,268
Land improvements	59,077,790	3,840,670	-	62,918,460
Equipment	4,538,669	219,928	(33,117)	4,725,480
Subtotal	77,767,510	5,115,815	(33,117)	82,850,208
Net capital assets being depreciated	57,784,725	(5,036,192)	(2,341)	52,746,192
Net business-type activities capital assets	<u>\$ 89,565,297</u>	<u>\$ 3,012,871</u>	<u>\$ (2,341)</u>	<u>\$ 92,575,827</u>

Construction Commitments

The Authority has active construction projects at year end. The projects include the bond issue and the project. At year end, the Authority's commitments with contractors are as follows:

	Spent to Date	Remaining Commitment
AIP 63 - Phase 8 - Runway object free area road, fencing, drainage pond, storm drainage, and earthwork	\$ 3,604,477	\$ 25,338
AIP 68 - Grading and Drainage Design for RWY Replacement Program	1,287,300	119,792
AIP 69 - Airport Development Plan	962,614	82,600
AIP 72 - Grading and Drainage Construction Grant - Schedules 1-3	3,265,087	12,617,134
AIP 75 - Grading and Drainage Construction Grant - Schedules 4-7	1,452,745	138,214
AIP 76 - Grading and Drainage Construction Grant - Schedule 4	1,571,047	7,548,843
Total	<u>\$ 12,143,270</u>	<u>\$ 20,531,921</u>

December 31, 2022

Note 5 - Accrued Expenses

Accrued expenses as of December 31, 2022 and 2021 consist of the following:

Vacation	\$ 191,927
Compensation and related	34,582
Interest	58,988
Other	<u>14,667</u>
Total	<u>\$ 300,164</u>

Note 6 - Long-term Debt

Long-term debt activity for the years ended December 31, 2022 can be summarized as follows:

	Beginning Balance	Reductions	Ending Balance	Due within One Year
Bonds and contracts payable:				
Direct borrowings and direct placements:				
Revenue bonds, Series 2016A and 2016B	\$ 16,200,000	\$ (765,000)	\$ 15,435,000	\$ 795,000
Bond premium	1,042,827	(175,536)	867,291	161,067
Capital lease	<u>9,648</u>	<u>(9,648)</u>	<u>-</u>	<u>-</u>
Total direct borrowings and direct placements principal outstanding	<u>\$ 17,252,475</u>	<u>\$ (950,184)</u>	<u>\$ 16,302,291</u>	<u>\$ 956,067</u>

	Interest Expense, 2022
Revenue bonds, Series 2016A and 206B	\$ 735,892
Bond premium	(175,536)
Capital lease	<u>2,317</u>
Total	<u>\$ 562,673</u>

2016 Bonds

The Authority issued Airport Revenue Bonds, Series 2016A and 2016B, dated November 22, 2016, in the amount of \$19,670,000, for the purpose of refunding the 2007 Series bonds. The bonds are secured by net operating revenue by the Authority. The bonds bear interest from 2.3 percent to 5.0 percent with interest payable semiannually on June 1 and December 1, with principal payable annually on December 1 and maturing on December 1, 2036. The bonds are subject to certain restrictive covenants.

The debt service requirements to maturity, excluding any unamortized premium, are as follows:

Years Ending December 31	Principal	Interest	Total
2023	\$ 795,000	\$ 707,850	\$ 1,502,850
2024	835,000	668,100	1,503,100
2025	880,000	626,350	1,506,350
2026	920,000	582,350	1,502,350
2027	965,000	536,350	1,501,350
2028-2032	5,570,000	1,950,000	7,520,000
2033-2035	<u>5,470,000</u>	<u>548,475</u>	<u>6,018,475</u>
Total	<u>\$ 15,435,000</u>	<u>\$ 5,619,475</u>	<u>\$ 21,054,475</u>

Note 6 - Long-term Debt (Continued)

Capital Lease

The Authority entered into a vehicle lease agreement with GM Financial on May 17, 2019. The finance agreement was secured by a vehicle with an original net book value of \$40,730 and carried an interest rate of 2.50 percent. The lease was paid in full in May 2022.

Revenue Pledged

The Authority has pledged substantially all of the net operating revenue of the Authority, net of operating expenses (before depreciation), to repay the Series 2016A and 2016B bonds. A portion of the proceeds were used to refund the 2007 Series bonds used to finance the construction of Walker Field Drive improvements and new project funds of approximately \$9,000,000 included in the issuance was used to help finance terminal improvements and runway replacement project costs. The bonds are payable solely from the net revenue of the Authority. The remaining principal and interest to be paid on the bonds is \$21,054,475 as of December 31, 2022. For the years ended December 31, 2022, net revenue of the Authority pledged for debt service was approximately \$2,937,000, compared to the annual debt requirements of \$1,503,450.

Note 7 - Leases

For the year ended December 31, 2022, the Authority's financial statements include the adoption of GASB Statement No. 87, Leases ("GASB 87"). The primary objective of GASB 87 is to enhance the relevance and consistency of information about the Authority's leasing activities. GASB 87 establishes a single model for lease accounting based on the principle that leases are financings of the right to use an underlying asset. Under GASB 87, a lessor is required to recognize a lease receivable and a deferred inflow of resources, and a lessee is required to recognize a lease liability and an intangible right-to-use lease asset. The Authority's operations as a lessee are immaterial to the financial statements as a whole and, therefore, not disclosed in the footnote, whereas the Authority's operations as a lessor are material and disclosures are shown below.

Lease payments received in exchange for the contracted use of leased assets are paid to the Authority monthly and are based on fixed rental amounts, rental amounts are variable during the lease term based on changes in the consumer price index ("CPI"), variable amounts directly related to the gross revenues generated by the tenant/operator from the leased assets, or a combination of both fixed and variable amounts. The discount rates applicable to these leasing arrangements range from 1.82% to 2.66%.

During the year ended December 31, 2022, the Authority recognized the following related to its lessor agreements:

Lease revenue	\$	327,384
Interest income related to its leases		1,084
Revenue from variable payments not previously included in the measurement of the lease receivable - Amounts related to gross revenues generated by the tenant		25,423

Note 7 - Leases (Continued)

Regulated Leases

Regulated Leases are leases that are subject to external laws, regulations, or legal rulings. For example, the U.S. Department of Transportation “DOT” and the Federal Aviation Administration regulate aviation leases between airports and air carriers and other aeronautical users through various policies and guidance, including the FAA's Rates and Charges Policy and Federal Grant Assurances. In accordance with GASB 87, the Authority does not recognize a lease receivable and a deferred inflow of resources for regulated leases. Regulated lease assets include specific areas in the air traffic control tower, and land. These assets are subject to preferential or exclusive use by counterparties to these agreements, as follows:

Land: 2.7%
 Air Traffic Control Tower: 51.4%

During the year ended December 31, 2022, the Authority recognized revenue from regulated leases in the amount of \$616,584. The Authority did not recognize any revenue from variable payments not included in the schedule of expected future minimum payments.

Future expected minimum payments related to the Authority’s regulated leases at December 31, 2022 are as follows:

Years Ending	Expected Future Minimum Payments	Interest	Total
2023	\$ 600,037	\$ -	\$ 600,037
2024	598,683	-	598,683
2025	598,683	-	598,683
2026	598,683	-	598,683
2027	598,683	-	598,683
2028-2032	2,967,365	-	2,967,365
2033-2037	2,624,113	-	2,624,113
2038-2042	2,581,779	-	2,581,779
2043-2047	2,567,624	-	2,567,624
2048-2052	2,095,401	-	2,095,401
2053-2057	1,648,442	-	1,648,442
2058-2062	1,480,055	-	1,480,055
2063-2067	521,875	-	521,875
2068-2072	774	-	774
Total	\$ 19,482,197	\$ -	\$ 19,482,197

In addition to those leases included within the Lease Receivable and Regulated Leases disclosed above, the Authority has certain short-term leases that are excluded from the guidance in GASB 87. Payments on short-term leases are recognized as inflows of resources when due. Revenue recognized on short-term leases during the year ended December 31, 2022 totaled \$2,512,817.

December 31, 2022

Note 8 - Concession Agreements

In April 2011, the Authority renewed an agreement with Republic Parking System Inc. (Republic), a privately held corporation part of the Reef network, under which Republic will operate, maintain, and retain fees from the airport's terminal building public parking areas through March 2016. In January 2016, the agreement was extended for one additional five-year term, terminating on March 31, 2021 at the mutual agreement of the Authority and Republic. In April 2021, the agreement was extended for additional three-year term, terminating on March 31, 2024. Republic is required to operate and maintain the public parking areas in accordance with the Parking Lot Operating Agreement (the "Agreement"); the Agreement also regulates the parking rates and fees that may be charged. In consideration of its operating rights hereunder, Republic shall pay the Authority the greater of (a) the applicable percentage of annual gross revenue or (b) the minimum annual guarantees for each year the Agreement is in effect as amended. The term "applicable percentage of annual gross revenue" means 80.45 percent of gross revenue from \$0 up to and including \$500,000 plus 91.50 percent of gross revenue in excess of \$500,000. The term "minimum annual guarantees" means for each year the Agreement is in effect, as amended, and the guarantees shall be \$350,000 each year.

In May 2015, the Authority renewed agreements with various rental car companies, under which the rental car companies are granted the right to operate and retain fees from a nonexclusive rental car concession from the Authority, lease motor vehicles from the rental car office and ticket counter area located in the airport terminal building assigned to the respective companies, and to park and store motor vehicles owned or leased by it in the parking lot spaces assigned to the respective companies through April 2022. The rental car companies are required to operate and maintain the rental car areas in accordance with the airport facilities lease and rental car concession agreement. In consideration of its operating rights hereunder, the rental car companies shall pay the Authority the guaranteed minimum concession fee set forth for each period of the concession term set forth on the bid proposal or 10 percent of their gross revenue for each such period of the concession term, whichever amount is greater. For each of the subsequent years of the concession term, the annual guaranteed minimum concession shall be the year-one MAG or 85 percent of 10 percent of their previous contract year's annual gross revenue, whichever is greater. The agreements with the rental cars are currently reported as month-to-month short-term leases in Note 7.

In May 2016, the Authority entered into a service agreement with a concession company. Under the agreement and subsequent amendments including an amendment dated May 5, 2022, the company is granted the right to operate a restaurant and retail space in the airport through April 30, 2027 with an option to extend for an additional five years. In consideration of its operating rights, the company shall pay the Authority the guaranteed minimum annual fee of \$120,000, prorated monthly, or a graduated percentage of gross revenue for each such period of the concession term, whichever is the greater amount. The agreement is currently reported as a lease in Note 7.

In 2022, the minimum concession fees from rental car and restaurant concessionaires were \$767,000 and \$100,000, respectively. The minimum annual guarantee for Republic parking in 2022 was \$350,000.

Note 9 - Pension Plans

Plan Description

The Authority participates in the LGDTF, a cost-sharing multiple-employer defined benefit pension fund administered by PERA. Plan benefits are specified in Title 24 of the Colorado Revised Statutes (C.R.S.) and applicable provisions of the federal Internal Revenue Code. Colorado state law provisions may be amended from time to time by the Colorado General Assembly. PERA issues a publicly available Annual Comprehensive Financial Report that includes financial statements and required supplemental information for the LGDTF that can be obtained at www.copera.org/investments/pera-financial-reports. The report can also be obtained by writing to Colorado PERA, 1301 Pennsylvania Street, Denver, CO 80203 or by calling PERA at 1-800-759-PERA (7372) or 303-832-9550.

Note 9 - Pension Plans (Continued)

The LGDTF provides retirement, disability, and survivor benefits for members or their beneficiaries. Retirement benefits are based upon a number of factors, including retirement age, years of credited service, and highest average salary. Retirement eligibility is specified in tables set forth in the Colorado Revised Statutes. The lifetime retirement benefit for all eligible retiring employees under the PERA benefit structure is generally the greater of the following:

- Highest average salary multiplied by 2.5 percent and then multiplied by the credited years of service
- The value of the retiring employee’s member contribution account plus a 100 percent match on eligible amounts as of the retirement date. This amount is then annuitized into a monthly benefit based on life expectancy and other actuarial factors.

In all cases, the service retirement benefit is limited to 100 percent of highest average salary and also cannot exceed the maximum benefit allowed by federal Internal Revenue Code. Members may elect to withdraw their member contribution accounts upon termination of employment with all PERA employers, waiving rights to any lifetime retirement benefits earned. If eligible, the member may receive a match of either 50 percent or 100 percent on eligible amounts depending on when contributions were remitted to PERA, the date employment was terminated, whether five years of service credit has been obtained, and the benefit structure under which contributions were made.

Disability benefits are available for eligible employees once they reach 5 years of earned service credit and meet the definition of a disability. These benefits are divided into a two-tier disability program consisting of a short-term disability program and a disability retirement benefit. At benefit commencement, the member can choose from different payment options, some of which can continue after the retiree's death to a named beneficiary, and for which the benefit amount is appropriately adjusted. Generally, the disability benefit amount is based on the retirement benefit formula shown above considering a minimum 20 years of service credit, if deemed disabled.

Survivor benefits are determined by several factors, which include the amount of earned service credit, highest average salary of the deceased, the benefit structure under which service credit was obtained, and the qualified survivor who will receive the benefits.

Funding Policy

Eligible employees and the Authority are required to contribute to the LGDTF at a rate set by Colorado statute. The contribution requirements of plan members and the Authority are established under Title 24, Article 51, Part 4 of the C.R.S., as amended. The contribution rate was 8.00 percent of covered salary through June 30, 2020, and 8.50 percent thereafter for eligible employees. The Authority's contribution requirements as a percentage of employee salaries for the year ended December 31, 2022 are summarized in the table below:

Employer contribution rate apportioned to the LGDTF	9.48 %
Amortization equalization disbursement (AED)	2.20
Supplemental amortization equalization disbursement (SAED)	1.50
Total employer contribution rate to the LGDTF	13.18 %

The Authority’s contributions are recognized by the LGDTF in the period in which the compensation becomes payable to the member and the Authority is statutorily committed to pay the contributions to the LGDTF. The Authority's contributions to LGDTF for the year ended December 31, 2022 was \$232,334.

Note 9 - Pension Plans (Continued)

Pension Liabilities, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At December 31, 2022, the Authority reported a net pension asset of \$183,991 for its proportionate share of the net pension asset. The net pension asset as of December 31, 2022 was measured as of December 31, 2021 and the total pension liability used to calculate the net pension asset was determined as of December 31, 2021 using standard roll-forward techniques in actuarial valuations as of December 31, 2020. The Authority's proportion of the net pension asset for the year ended December 31, 2022 was based on the Authority's contributions to the LGDTF for the calendar year 2021 relative to the total contributions of participating employers to the LGDTF. At December 31, 2022, the Authority's proportion was 0.2146 percent, which was a decrease of 0.0205 percent from its proportion measured as of December 31, 2021. For the year ended December 31, 2022, the Authority recognized pension recovery of \$775,681.

The Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 8,992	\$ 3,073
Changes in assumptions	62,369	-
Net difference between projected and actual earnings on pension plan investments	-	1,591,561
Changes in proportionate share or difference between amount contributed and proportionate share of contributions	2,562	114,302
Employer contributions to the plan subsequent to the measurement date	231,955	-
Total	\$ 305,878	\$ 1,708,936

The Authority reports deferred outflows of resources related to pensions resulting from the Authority's contributions to the plan subsequent to the measurement date. Amounts reported as deferred outflows as of December 31, 2022 were \$231,955, which will be recognized as a reduction of the net pension liability (asset) in the years ending December 31, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Years Ending December 31	Net Amortization
2023	\$ (379,490)
2024	(307,902)
2025	(310,996)
2026	(318,312)
2027	(318,312)
Total	\$ (1,635,012)

December 31, 2022

Note 9 - Pension Plans (Continued)

Actuarial Assumptions

The total pension liability in the December 31, 2020 actuarial valuation was determined using the following actuarial cost method, actuarial assumptions, and other inputs:

- Actuarial cost method: Entry Age
- Price inflation: 2.30 percent
- Real wage growth: 0.70 percent
- Wage inflation: 3.00 percent
- Salary increases (including inflation): 3.20-11.30 percent
- Long-term investment rate of return (net of plan investment expenses, including price inflation): 7.25 percent
- Discount rate: 7.25 percent
- Mortality:

Active members - PubG 2010 Employee Table with generational projection using scale MP 2019

Postretirement nondisabled - PubG 2010 Healthy Retiree Table with adjustments

Disabled retirees - PubNS 2010 Disabled Retiree Table using 99 percent of the rates for all ages with generational projection using scale MP 2019

- Postretirement benefit increases:

PERA benefit structure hired prior to January 1, 2007 and DPS benefit structure (automatic) - 1.25-1.50 percent compounded annually

PERA benefit structure hired after December 31, 2006 (ad hoc, substantively automatic) - Financed by the Annual Increase Reserve

- Discount rate: 7.25 percent
- The actuarial assumptions used in the December 31, 2020, valuation were based on the 2020 experience analysis, dated October 28, 2020, for the period from January 1, 2016 through December 31, 2019. Revised economic and demographic assumptions were adopted by PERA's board on November 20, 2020 and were effective as of December 31, 2020.

Discount Rate

The discount rate used to measure the total pension liability was 7.25 percent for the years ended December 31, 2022. The projection of cash flows used to determine the discount rate applied the actuarial cost method and assumptions shown above. In addition, the following methods and assumptions were used in the projection of cash flows:

- Total covered payroll for the initial projection year consists of the covered payroll of the active membership present on the valuation date and the covered payroll of future plan members assumed to be hired during the year. In subsequent projection years, total covered payroll was assumed to increase annually at a rate of 3.00 percent.

December 31, 2022

Note 9 - Pension Plans (Continued)

- Employee contributions were assumed to be made at the current member contribution rate. Employee contributions for future plan members were used to reduce the estimated amount of total service costs for future plan members.
- Employer contributions were assumed to be made at rates equal to the fixed statutory rates specified in law and effective as of the measurement date, including current and estimated future AED and SAED, until the actuarial value funding ratio reaches 103 percent, at which point the AED and SAED will each drop 0.50 percent every year until they are zero. Additionally, estimated employer contributions included reductions for the funding of the AIR and retiree health care benefits. For future plan members, employer contributions were further reduced by the estimated amount of total service costs for future plan members not financed by their member contributions.
- Employer contributions and the amount of total service costs for future plan members were based upon a process used by the plan to estimate future actuarially determined contributions assuming an analogous future plan member growth rate.
- The AIR balance was excluded from the initial fiduciary net position, as, per statute, AIR amounts cannot be used to pay benefits until transferred to either the retirement benefits reserve or the survivor benefits reserve, as appropriate. AIR transfers to the fiduciary net position and the subsequent AIR benefit payments were estimated and included in the projections.
- Benefit payments and contributions were assumed to be made at the middle of the year.
- The projected benefit payments reflect the lowered annual increase cap, from 1.25 percent to 1.00 percent, resulting from the 2020 AAP assessment, statutorily recognized July 1, 2021 and effective July 1, 2022.

Based on the above assumptions and methods, the LGDTF's fiduciary net position was projected to be available to make all projected future benefit payments of current members. Therefore, the long-term expected rate of return of 7.25 percent on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The discount rate determination does not use the municipal bond index rate, and, therefore, the discount rate is 7.25 percent. There was no change in the discount rate from the prior measurement date.

Investment Rate of Return

The long-term expected return on plan assets is reviewed as part of regular experience studies prepared every four or five years for PERA. Recently, this assumption has been reviewed more frequently. The most recent analyses were outlined in the Experience Study report dated October 28, 2020. As a result of the November 20, 2020 PERA board meeting, the following economic assumptions were changed, effective December 31, 2020:

- Price inflation assumption decreased from 2.40 percent per year to 2.30 percent per year.
- Real rate of investment return assumption increased from 4.85 percent per year, net of investment expenses to 4.95 percent per year, net of investment expenses.
- Wage inflation assumption decreased from 3.50 percent per year to 3.00 percent per year.

Several factors were considered in evaluating the long-term rate of return assumption for the LGDTF, including long-term historical data, estimates inherent in current market data, and a log-normal distribution analysis in which best-estimate ranges of expected future real rates of return (expected return, net of investment expense and inflation) were developed for each major asset class. These ranges were combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and then adding expected inflation.

Note 9 - Pension Plans (Continued)

As of the most recent adoption of the long-term expected rate of return by the PERA board, the target asset allocation and best estimates of geometric real rates of return for each major asset class for December 31, 2022 are summarized in the following table:

Asset Class	Target Allocation	Long-term Expected Real Rate of Return
Global Equity	54.00 %	5.60 %
Fixed Income	23.00	1.30
Private Equity	8.50	7.10
Real Estate	8.50	4.40
Alternatives	6.00	4.70

In setting the long-term expected rate of return, projections employed to model future returns provide a range of expected long-term returns that, including expected inflation, ultimately support a long-term expected rate of return assumption of 7.25 percent.

Sensitivity of the Net Pension Liability (Asset) to Changes in the Discount Rate

The following presents the Authority's proportionate share of the net pension liability (asset) calculated using the discount rate of 7.25 percent, as well as what the Authority's proportionate share of the net pension liability (asset) would be if it were calculated using a discount rate that is 1 percentage point lower (6.25 percent) or 1 percentage point higher (8.25 percent) than the current rate:

	1 Percentage Point Decrease	Current Discount Rate	1 Percentage Point Increase
Authority's proportionate share of the net pension liability (asset) as of December 31, 2022	\$ 1,261,552	\$ (183,991)	\$ (1,393,125)

Detailed information about the pension plan's fiduciary net position is available in PERA's Annual Comprehensive Financial Report, which can be obtained at www.copera.org/investments/pera-financial-reports.

Changes between the Measurement Date of the Net Pension Liability (Asset)

House Bill (HB) 22-1029, enacted on June 7, 2022, is intended to recompense PERA for the \$225 million (actual dollars) direct distribution originally scheduled for receipt July 1, 2020 but suspended due to the enactment of HB 20-1379.

Note 10 - Other Postemployment Benefit Plan

Plan Description

In addition to the defined benefit pension plan, employees of the Authority are provided with OPEB through the HCTF, a cost-sharing multiple-employer health care trust administered by PERA. The HCTF provides a health care premium subsidy to eligible PERA participating benefit recipients and their eligible beneficiaries. Title 24, Article 51, Part 12 of the C.R.S., as amended, assigns the authority to establish the HCTF benefit provisions to the PERA board to contract, self-insure, and authorize disbursements necessary in order to carry out the purposes of the PERACare program, including the administration of the premium subsidies. Colorado state law provisions may be amended from time to time by the Colorado General Assembly. PERA issues a publicly available Annual Comprehensive Financial Report that includes financial statements and required supplemental information for the HCTF. That report may be obtained online at www.copera.org; by writing to Colorado PERA, 1301 Pennsylvania Street, Denver, CO 80203; or by calling PERA at 1-800-759-PERA (7372) or 303-832-9550.

December 31, 2022

Note 10 - Other Postemployment Benefit Plan (Continued)

Benefits Provided

The HCTF provides a health care premium subsidy to eligible participating PERA benefit recipients and retirees who choose to enroll in one of the PERA health care plans; however, the subsidy is not available if only enrolled in the dental and/or vision plan(s). The health care premium subsidy is based upon the benefit structure under which the member retires and the member's years of service credit.

Enrollment in PERACare is voluntary and is available to benefit recipients and their eligible dependents, certain surviving spouses, and divorced spouses and guardians, among others. Eligible benefit recipients may enroll into the program upon retirement, upon the occurrence of certain life events, or on an annual basis during an open enrollment period.

The maximum service-based premium subsidy is \$230 per month for benefit recipients who are under 65 years of age and who are not entitled to Medicare; the maximum service-based subsidy is \$115 per month for benefit recipients who are 65 years of age or older or who are under 65 years of age and entitled to Medicare. The basis for the maximum service-based subsidy, in each case, is for benefit recipients with retirement benefits based on 20 or more years of service credit. There is a 5 percent reduction in the subsidy for each year less than 20. The benefit recipient pays the remaining portion of the premium to the extent the subsidy does not cover the entire amount.

For benefit recipients who have not participated in Social Security and who are not otherwise eligible for premium-free Medicare Part A for hospital-related services, C.R.S. § 24-51-1206(4) (CRS) provides an additional subsidy. According to the statute, PERA cannot charge premiums to benefit recipients without Medicare Part A that are greater than premiums charged to benefit recipients with Part A for the same plan option, coverage level, and service credit. Currently, for each individual PERACare enrollee, the total premium for Medicare coverage is determined assuming plan participants have both Medicare Part A and Part B, and the difference in premium cost is paid by the HCTF on behalf of benefit recipients not covered by Medicare Part A.

Contributions

In accordance with the C.R.S., certain contributions are apportioned to the HCTF. The Authority is required to contribute at a rate of 1.02 percent of PERA-includable salary into the HCTF. Employer contributions are recognized by the HCTF in the period in which the compensation becomes payable to the member and the Authority is statutorily committed to pay the contributions. The Authority's contributions to the HCTF for the year ended December 31, 2022 were \$18,332.

Net OPEB Liability

At December 31, 2022, the Authority reported a liability of \$143,852 for its proportionate share of the net OPEB liability. The net OPEB liability for the HCTF was measured as of December 31, 2021 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of December 31, 2020. Standard update procedures were used to roll forward the total OPEB liability to December 31, 2021.

The Authority's proportion of the net OPEB liability for the years ended December 31, 2022 was based on the Authority's contributions to the HCTF for the calendar year 2021 relative to the total contributions of participating employers to the HCTF. At December 31, 2021, the Authority's proportion was 0.01795 percent, which was a decrease of 0.00127 percent from its proportion measured as of December 31, 2020.

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2022, the Authority recognized OPEB expense recovery of \$24,925.

December 31, 2022

Note 10 - Other Postemployment Benefit Plan (Continued)

At December 31, 2022, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 219	\$ 34,109
Changes in assumptions	2,978	7,803
Net difference between projected and actual earnings on OPEB plan investments	-	8,904
Changes in proportionate share or difference between amount contributed and proportionate share of contributions	10,420	13,351
Employer contributions to the plan subsequent to the measurement date	18,332	-
Total	<u>\$ 31,949</u>	<u>\$ 64,167</u>

The Authority reports deferred outflows of resources related to OPEB resulting from the Authority's contributions to the plan subsequent to the measurement date. Amounts reported as deferred outflows as of December 31, 2022 were \$18,332, which will be recognized as a reduction of the net OPEB liability in the years ending December 31, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Years Ending December 31	Net Amortization
2023	\$ (5,416)
2024	(6,361)
2025	(6,454)
2026	(9,309)
2027	(16,068)
Thereafter	<u>(6,942)</u>
Total	<u>\$ (50,550)</u>

Actuarial Assumptions

The total OPEB liability for the HCTF in the December 31, 2020 actuarial valuation was determined using the same assumptions as the LGDTF for the following assumptions: mortality tables, actuarial cost method, price inflation, real wage growth, wage inflation, and salary increases.

Note 10 - Other Postemployment Benefit Plan (Continued)

The health care cost trend rates used to measure the total OPEB liability are summarized in the table below:

Year	PERACare Medicare Plans	Medicare Part A Premiums
2021	4.50%	3.75%
2022	6.00%	3.75%
2023	5.80%	4.00%
2024	5.60%	4.00%
2025	5.40%	4.00%
2026	5.10%	4.25%
2027	4.90%	4.25%
2028	4.70%	4.25%
2029+	4.50%	4.50%

The following health care costs assumptions were updated and used in the rollforward calculation for the trust fund:

- Initial per capita health care costs for those PERACare enrollees under the PERA benefit structure who are expected to attain age 65 and older ages and are not eligible for premium-free Medicare Part A benefits were updated to reflect the change in costs for the 2021 plan year.
- The health care cost trend rates for Medicare Part A premiums were revised to reflect the then-current expectation of future increases in rates of inflation applicable to Medicare Part A premiums

The actuarial assumptions used in the December 31, 2020 valuation were based on the results of the 2020 experience analysis for the period from January 1, 2016 through December 31, 2019, and were adopted by PERA’s board during the November 20, 2020 board meeting.

Discount Rate

The discount rate used to measure the total OPEB liability was 7.25 percent at December 31, 2022. The projection of cash flows used to determine the discount rate applied the actuarial cost method and assumptions shown above. In addition, the following methods and assumptions were used in the projection of cash flows:

- Updated health care cost trend rates for Medicare Part A premiums as of the December 31, 2021 measurement date
- Total covered payroll for the initial projection year consists of the covered payroll of the active membership present on the valuation date and the covered payroll of future plan members assumed to be hired during the year. In subsequent projection years, total covered payroll was assumed to increase annually at a rate of 3.00 percent.
- Employer contributions were assumed to be made at rates equal to the fixed statutory rates specified in law and effective as of the measurement date.
- Employer contributions and the amount of total service costs for future plan members were based upon a process used by the plan to estimate future actuarially determined contributions assuming an analogous future plan member growth rate.
- Estimated transfers of dollars into the trust fund representing a portion of purchase service agreements intended to cover the costs associated with OPEB benefits.
- Benefit payments and contributions were assumed to be made at the middle of the year.

Note 10 - Other Postemployment Benefit Plan (Continued)

Based on the above assumptions and methods, the projection test indicates the HCTF’s fiduciary net position was projected to make all projected future benefit payments of current members. Therefore, the long-term expected rate of return of 7.25 percent on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability. The discount rate determination does not use the municipal bond index rate, and, therefore, the discount rate is 7.25 percent.

Investment Rate of Return

The long-term expected return on OPEB plan investments is the same as the long-term expected return on the LGDTF investments described above and is reviewed as part of regular experience studies prepared every four or five years for PERA.

In setting the long-term expected rate of return, projections employed to model future returns provide a range of expected long-term returns that, including expected inflation, ultimately support a long-term expected rate of return assumption of 7.25 percent.

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate

The following presents the proportionate share of the net OPEB liability of the Authority, calculated using the discount rate of 7.25 percent, as well as what the Authority’s net OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1 Percentage Point Decrease (6.25%)	Current Discount Rate (7.25%)	1 Percentage Point Increase (8.25%)
Proportionate share of the net OPEB liability as of December 31, 2021	\$ 167,069	\$ 143,852	\$ 124,020

Sensitivity of the Net OPEB Liability to Changes in the Health Care Cost Trend Rate

The following presents the proportionate share of the net OPEB liability of the Authority, calculated using the current health care cost trend rates applicable to the PERA benefit structure, as well as what the Authority’s net OPEB liability would be if it were calculated using health care cost trend rates that are 1 percentage point lower or 1 percentage point higher than the current rates:

	1 Percentage Point Decrease in Trend Rates	Current Health Care Cost Trend Rates	1 Percentage Point Increase in Trend Rates
Net OPEB liability as of December 31, 2022	\$ 139,721	\$ 143,852	\$ 148,637

Note 11 - Defined Contribution Pension Plan

Employees of the Authority who are also members of the LGDTF may voluntarily contribute to the Voluntary Investment Program, an Internal Revenue Code Section 401(k) defined contribution plan administered by PERA. Title 24, Article 51, Part 14 of the C.R.S., as amended, assigns the authority to establish the plan provisions to the PERA board of trustees. PERA issues a publicly available ACFR, which includes additional information on the Voluntary Investment Program. That report can be obtained at www.copera.org/investments/pera-financial-reports.

The Voluntary Investment Program is funded by voluntary member contributions up to the maximum limits set by the Internal Revenue Service, as established under Title 24, Article 51, Section 1402 of the CRS, as amended. In addition, the Authority has agreed to match employee contributions up to 4 percent of covered salary as determined by the Internal Revenue Service. Employees are immediately vested in their own contributions, employer contributions, and investment earnings. For the year ended December 31, 2022, the Authority made matching contributions of \$52,245.

December 31, 2022

Note 12 - Commitments

Tax, Spending, and Debt Limitations

In November 1992, voters passed an amendment to the Constitution of the State of Colorado, Article X, Section 20, which has several limitations, including revenue raising, spending abilities, and other specific requirements of state and local governments. The amendment excludes enterprises from its provisions. Enterprises, defined as government-owned businesses authorized to issue revenue bonds and receiving less than 10 percent of their annual revenue in grants from all state and local governments combined, are excluded from the provisions of the amendment. It is the Authority's opinion that it qualifies for the exclusion and is, therefore, excluded from the provisions of the amendment.

Federally Assisted Grant Programs

The Authority participates in federally assisted grant programs. These programs are subject to the provisions of the Single Audit Act of 1996 and the Uniform Grant Guidance. The amount, if any, of expenditures that may be disallowed by the granting agency cannot be determined at this time, although the Authority expects such amounts, if any, to be immaterial.

Required Supplementary Information

Draft

Grand Junction Regional Airport Authority

Required Supplemental Information
 Schedule of the Authority's Proportionate Share of the Net Pension Liability (Asset)
 Local Government Division Trust Fund
 Administered by the Colorado Public Employees' Retirement Association

	Last Nine Plan Years*								
	Measurement Periods Ended December 31								
	2021	2020	2019	2018	2017	2016	2015	2014	2013
Authority's proportion of the net pension liability (asset)	0.21460 %	0.23507 %	0.24171 %	0.22102 %	0.22859 %	0.22504 %	0.25758 %	0.23838 %	0.26113 %
Authority's proportionate share of the net pension liability (asset)	\$ (183,991)	\$ 1,225,007	\$ 1,767,875	\$ 2,778,666	\$ 2,545,148	\$ 3,038,815	\$ 2,837,459	\$ 2,136,600	\$ 2,148,912
Authority's covered payroll	\$ 1,695,708	\$ 1,674,993	\$ 1,683,336	\$ 1,449,631	\$ 1,442,006	\$ 1,363,996	\$ 1,462,822	\$ 1,306,200	\$ 1,393,165
Authority's proportionate share of the net pension liability (asset) as a percentage of its covered payroll	(10.85)%	73.14 %	105.02 %	191.68 %	176.50 %	222.79 %	193.97 %	163.57 %	154.25 %
Plan fiduciary net position as a percentage of the total pension liability	101.49 %	90.88 %	86.26 %	75.96 %	79.37 %	73.65 %	76.87 %	80.72 %	77.66 %

*The required supplemental information is intended to show information for 10 years, and additional years' information will be displayed as it becomes available.

Grand Junction Regional Airport Authority

Required Supplemental Information
 Schedule of Pension Contributions
 Local Government Division Trust Fund
 Administered by the Colorado Public Employees' Retirement Association

	Last Nine Fiscal Years*								
	Years Ended December 31								
	2022	2021	2020	2019	2018	2017	2016	2015	2014
Statutorily required contribution	\$ 232,334	\$ 210,946	\$ 214,762	\$ 211,066	\$ 183,815	\$ 182,848	\$ 172,959	\$ 185,490	\$ 165,627
Contributions in relation to the statutorily required contribution	232,334	210,946	214,762	211,066	183,815	182,848	172,959	185,490	165,627
Contribution Deficiency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Authority's Covered Payroll	\$ 1,695,708	\$ 1,601,532	\$ 1,674,993	\$ 1,683,336	\$ 1,449,631	\$ 1,442,006	\$ 1,363,996	\$ 1,462,822	\$ 1,306,200
Contributions as a Percentage of Covered Payroll	13.70 %	13.17 %	12.82 %	12.68 %	12.68 %	12.68 %	12.68 %	12.68 %	12.68 %

*The required supplemental information is intended to show information for 10 years, and additional years' information will be displayed as it becomes available.

Grand Junction Regional Airport Authority

Required Supplemental Information Schedule of the Authority's Proportionate Share of the Net OPEB Liability Health Care Trust Fund Administered by the Colorado Public Employees' Retirement Association

	Last Six Plan Years*					
	Measurement Periods Ended December 31					
	2021	2020	2019	2018	2017	2016
Authority's proportion of the net OPEB liability	0.01668 %	0.01795 %	0.01851 %	0.01714 %	0.01776 %	0.01727 %
Authority's proportionate share of the net OPEB liability	\$ 143,852	\$ 170,587	\$ 208,079	\$ 233,195	\$ 230,836	\$ 223,970
Authority's covered payroll	\$ 1,695,708	\$ 1,674,993	\$ 1,683,336	\$ 1,449,631	\$ 1,442,006	\$ 1,363,996
Authority's proportionate share of the net OPEB liability as a percentage of its covered payroll	8.48 %	10.18 %	12.36 %	16.09 %	16.01 %	16.42 %
Plan fiduciary net position as a percentage of total OPEB liability	39.40 %	32.78 %	24.49 %	17.03 %	17.53 %	16.72 %

*The required supplemental information is intended to show information for 10 years, and additional years' information will be displayed as it becomes available.

Grand Junction Regional Airport Authority

Required Supplemental Information
 Schedule of OPEB Contributions
 Health Care Trust Fund
 Administered by the Colorado Public Employees' Retirement Association

	Last Six Fiscal Years*					
	Years Ended December 31					
	2022	2021	2020	2019	2018	2017
Contractually required contribution	\$ 17,953	\$ 16,647	\$ 17,276	\$ 16,978	\$ 14,786	\$ 14,708
Contributions in relation to the contractually required contribution	17,953	16,647	17,276	16,978	14,786	14,708
Contribution Deficiency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Authority's Covered Payroll	\$ 1,695,708	\$ 1,601,532	\$ 1,674,993	\$ 1,683,336	\$ 1,449,631	\$ 1,442,006
Contributions as a Percentage of Covered Payroll	1.06 %	1.04 %	1.03 %	1.01 %	1.02 %	1.02 %

*The required supplemental information is intended to show information for 10 years, and additional years' information will be displayed as it becomes available.

December 31, 2022

Pension and OPEB Information

Benefit Changes

There were no changes of pension or OPEB benefit terms in 2022.

Changes in Assumptions

During 2022, the assumption used to value the AI cap benefit provision for pension was changed from 1.25% to 1.00 percent.

During 2021, the following assumption changes were reflected in the rollforward calculation of the total pension liability and total OPEB liability from December 31, 2019 to December 31, 2020:

- Salary scale assumptions and rates of termination/withdrawal, retirement, and disability were revised to align with revised economic assumptions and to more closely reflect actual experience.
- Updates were made to the mortality tables used.
- Price inflation assumption decrease from 2.40 percent per year to 2.30 percent per year
- Real rate of investment return assumption increase from 4.85 percent per year, net of investment expenses to 4.95 percent per year, net of investment expenses
- Wage inflation assumption decreased from 3.50 percent per year to 3.00 percent per year.

Changes in Size or Composition of the Covered Population

There were no significant changes in size or composition of the covered population in 2022.

Other Supplementary Information

Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of
Financial Statements Performed in Accordance with *Government Auditing Standards*

Independent Auditor's Report

To Management and the Board of Commissioners
Grand Junction Regional Airport Authority

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Grand Junction Regional Airport Authority (the "Authority") as of and for the year ended December 31, 2022 and the related notes to the basic financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated September 19, 2023.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Authority's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

To Management and the Board of Commissioners
Grand Junction Regional Airport Authority

Purpose of This Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

September 19, 2023



Report on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance Required
by the Uniform Guidance

Independent Auditor's Report

To the Board of Commissioners
Grand Junction Regional Airport Authority

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited Grand Junction Regional Airport Authority's (the "Authority") compliance with the types of compliance requirements identified as subject to audit in the Office of Management and Budget (OMB) Compliance Supplement that could have a direct and material effect on the Authority's major federal program for the year ended December 31, 2022. The Authority's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the major federal program for the year ended December 31, 2022.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance"). Our responsibilities under those standards and the Uniform Guidance are further described in the *Auditor's Responsibilities for the Audit of Compliance* section of our report.

We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Authority's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Authority's federal program.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Authority's compliance with the requirements of each major federal program as a whole.

To the Board of Commissioners
Grand Junction Regional Airport Authority

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the *Auditor's Responsibilities for the Audit of Compliance* section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

To the Board of Commissioners
Grand Junction Regional Airport Authority

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

September 19, 2023



Grand Junction Regional Airport Authority

Schedule of Expenditures of Federal Awards

Year Ended December 31, 2022

Federal Agency/Pass-through Agency/Program Title	Assistance Listing Number	Grant Number	Provided to Subrecipients	Federal Expenditures
U.S. Department of Transportation, Federal Aviation Administration:				
Airport Improvement Program	20.106	Various	\$ -	\$ 7,225,631
COVID-19 - American Rescue Plan Act (ARPA) - Airport Improvement Program	20.106	3-08-0027-073-2022	-	3,100,606
Total			<u>\$ -</u>	<u>\$ 10,326,237</u>

Notes to Schedule of Expenditures of Federal Awards

Year Ended December 31, 2022

Note 1 - Basis of Presentation

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal grant activity of Grand Junction Regional Airport Authority (the "Authority") under programs of the federal government for the year ended December 31, 2022. The information in the Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance"). Because the Schedule presents only a selected portion of the operations of the Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Authority.

Note 2 - Summary of Significant Accounting Policies

Expenditures reported in the Schedule are reported on the same basis of accounting as the basic financial statements. Such expenditures are recognized following the cost principles contained in Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

The Authority has elected not to use the 10 percent *de minimis* indirect cost rate to recover indirect costs, as allowed under the Uniform Guidance.

Schedule of Findings and Questioned Costs

Grand Junction Regional Airport Authority

Schedule of Findings and Questioned Costs

Year Ended December 31, 2022

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued:

Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? _____ Yes X No
- Significant deficiency(ies) identified that are not considered to be material weaknesses? _____ Yes X None reported

Noncompliance material to financial statements noted?

_____ Yes X None reported

Federal Awards

Internal control over major programs:

- Material weakness(es) identified? _____ Yes X No
- Significant deficiency(ies) identified that are not considered to be material weaknesses? _____ Yes X None reported

Any audit findings disclosed that are required to be reported in accordance with Section 2 CFR 200.516(a)?

_____ Yes X No

Identification of major programs:

Assistance Listing Number	Name of Federal Program or Cluster	Opinion
20.106	Airport Improvement Program	Unmodified

Dollar threshold used to distinguish between type A and type B programs:

\$750,000

Auditee qualified as low-risk auditee?

 X Yes _____ No

Section II - Financial Statement Audit Findings

Current Year None

Section III - Federal Program Audit Findings

Current Year None

Report on Compliance for the Passenger Facility Charge Program; Report on Internal Control Over Compliance as Required by the *Passenger Facility Charge Audit Guide for Public Agencies*

Independent Auditor's Report

To the Board of Directors
Grand Junction Regional Airport Authority

Report on Compliance for the Passenger Facility Charge Program

Opinion on the Passenger Facility Charge Program

We have audited Grand Junction Regional Airport Authority's (the "Organization") compliance with the types of compliance requirements identified as subject to audit in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration, and the requirements in 14 CFR 158.63 (collectively, the "Guide") that could have a direct and material effect on the Organization's passenger facility charge program for the year ended December 31, 2022. The Organization's passenger facility charge program is identified in the schedule of passenger facility charge collections and expenditures.

In our opinion, the Organization complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the passenger facility charge program for the year ended December 31, 2022.

Basis for Opinion on the Passenger Facility Charge Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the applicable requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration, and the requirements in 14 CFR 158.63. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of Compliance* section of our report.

We are required to be independent of the Organization and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the passenger facility charge program. Our audit does not provide a legal determination of the Organization's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Organization's passenger facility charge program.

To the Board of Directors
Grand Junction Regional Airport Authority

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Organization's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Organization's compliance with the requirements of the passenger facility charge program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guide, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Organization's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the Organization's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Organization's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the passenger facility charge program on a timely basis. A material weakness in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a passenger facility charge program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of the passenger facility charge program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the *Auditor's Responsibilities for the Audit of Compliance* section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Guide. Accordingly, this report is not suitable for any other purpose.

September 19, 2023

Schedule of Passenger Facility Charge Collections and Expenditures

For the Year Ended December 31, 2022

Collections	Date Approved	Amount Approved for Use	Cumulative Total- December 31, 2021	Quarter 1- January- March	Quarter 2 April- June	Quarter 3 July- September	Quarter 4 October- December	Year Ended December 31, 2022	Cumulative Total- December 31, 2022
Passenger facility charge collections			\$ 13,519,986	285,021	230,794	149,087	234,258	899,160	\$ 14,419,146
Interest earned			228,739	149	197	554	528	1,428	230,167
Total passenger facility charge collections received			<u>\$ 13,748,725</u>	<u>285,170</u>	<u>230,991</u>	<u>149,642</u>	<u>234,785</u>	<u>900,588</u>	<u>\$ 14,649,313</u>
Application 2006-07-C	March 22, 2006	\$ 15,857,760	11,944,171	-	188,213	-	765,000	953,213	\$ 12,897,384
Application 2018-08-C	February 1, 2018	11,530,025	1,616,341	-	-	-	-	-	1,616,341
Total passenger facility charge collections expended		\$ 27,387,785	\$ 13,560,512	-	188,213	-	765,000	953,213	\$ 14,513,724

Notes to Schedule of Passenger Facility Charges

Year Ended December 31, 2022

Note 1 - Basis of Presentation

The accompanying schedule of passenger facility charges includes agreements entered into directly between Grand Junction Regional Airport Authority and the Federal Aviation Administration (FAA). The information in this schedule is prepared on the cash basis of accounting and is presented in accordance with the provisions of the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the FAA in September 2000.

Note 2 - Passenger Facility Charges

Revenue consists of passenger facility fees and investment earnings on restricted cash related to passenger facility charges. Expenditures represent principal, which is payments made by the Authority on the revenue bonds that were used to finance the construction of certain airport improvements. Unliquidated passenger facility charges represent the net restricted cash as of year end.

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Resolution No. 2023-012 Revised Resolution Concerning Execution of Documents Pertaining to Bank Accounts
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Adopt resolution No. 2023-012: Revised Resolution Concerning Execution of Documents Pertaining to Bank Accounts to update banking access and permissions
SUMMARY:	The Banking Resolution defines permissions within bank accounts for the Airport Authority. The proposed revisions incorporate the following: <ul style="list-style-type: none">• Changes in roles and responsibilities amongst Airport staff;• Changes the withdrawal limit to align with Procurement Policy.
REVIEWED BY:	Executive Director and Legal Counsel
FISCAL IMPACT:	None
ATTACHMENTS:	Resolution No. 2023-012: Revised Resolution Concerning Execution of Documents Pertaining to Bank Accounts
STAFF CONTACT:	Angela Padalecki, Executive Director Email: apadalecki@gairport.com Office: 970-248-9100

Resolution No. 2023-012

**Of the
GRAND JUNCTION REGIONAL AIRPORT AUTHORITY
A Resolution Concerning
Execution of Documents Pertaining to Bank Accounts**

WHEREAS, the Board of Grand Junction Regional Airport Authority (“the Board”) desires to authorize the deposit of Authority funds, and funds due to the Authority, into Authority accounts in eligible financial institutions in Mesa County which have been designated by the Board as meeting the requirements for deposit of Authority monies under appropriate federal and Colorado laws; and

WHEREAS, the Board desires to authorize the Board Chairman, Vice Chairman, Executive Director, Director of Facilities, Director of Finance, Accounting Coordinator, Finance Manager, or Contract Administrator to transfer funds between Authority accounts within the same Authority Board-designated financial institution; and

WHEREAS, the Board desires to authorize the Chairman, Vice Chairman, Executive Director or Director of Facilities, as designated below, to **execute with only one (1) signature any and all (A) bank documents, checks and other instruments of withdrawal up to \$100,000, and (B) any payroll and payroll related expenditures, including but is not limited to, payments for tax withholding, payments for retirement and 401(k) contributions and garnishments and sales tax and investment account transfers:**

<u>Tom Benton</u>	Chairman
<u>Linde Marshall</u>	Vice Chairman
<u>Angela Padalecki</u>	Executive Director
<u>Ben Peck</u>	Director of Facilities

WHEREAS, the Board desires to authorize the Chairman as designated below to **execute with only one (1) signature any and all automated clearing house (ACH) payments:**

<u>Tom Benton</u>	Chairman
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Provided, however, that checks or other instruments of withdrawal (**other than payroll and payroll related expenditures including but not limited to payments for tax withholding, payments for retirement and 401(k) contributions, garnishments and sales tax, investment account transfers, and ACH payments**) in an amount greater than **\$100,000 shall have two (2) such signatories, as follows:**

- Chairman; AND/OR
- Vice Chairman; AND
- Executive Director; OR
- Director of Facilities;

AND,

WHEREAS, the Board desires to require three (3) signatories, as follows, **to execute any promissory note or other evidence of indebtedness** at any financial institution:

- Chairman or Vice Chairman; AND

- Executive Director; AND
- One (1) additional Board Commissioner

NOW THEREFORE, IT IS RESOLVED that the Board authorizes the deposit of Authority funds, and funds due to the Authority, into an Authority account in an eligible financial institution in Mesa County which has been designated by the Board as meeting the requirements for deposit of public monies under appropriate federal and Colorado laws; and

IT IS FURTHER RESOLVED that the Board authorizes the Board Chairman, Vice Chairman, Executive Director, Director of Facilities, Director of Finance, Accounting Coordinator, Finance Manager, or Contract Administrator to transfer funds between Authority accounts within the same Authority Board-designated financial institution; and

IT IS FURTHER RESOLVED that the Board authorizes the Chairman, Vice Chairman, Executive Director, or Director of Facilities, to execute with one (1) signature **any and all (A) bank documents, checks and other instruments of withdrawal up to \$100,000, and (B) all payroll and payroll related expenditures, including but not limited to, payments for tax withholding, payments for retirement and 401(k) contributions, and garnishments and sales tax and investment account transfers:**

<u>Tom Benton</u>	Chairman
<u>Linde Marshall</u>	Vice Chairman
<u>Angela Padalecki</u>	Executive Director
<u>Ben Peck</u>	Director of Facilities

IT IS FURTHER RESOLVED, that the Board authorizes the Chairman as designated below to **execute with only one (1) signature any and all ACH Payments:**

<u>Tom Benton</u>	Chairman
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Provided, however, that checks or other instruments of withdrawal (**other than payroll and payroll related expenditures, including but not limited to payments for tax withholding, payments for retirement and 401(k) contributions, garnishments and sales tax, investment account transfers, and ACH payments**) in an amount greater than \$100,000 shall require **two (2) such signatures as follows:**

- Chairman; AND/OR
- Vice Chairman; AND
- Executive Director; OR
- Director of Facilities;

AND,

IT IS FURTHER RESOLVED that the Board requires three (3) signatures, as follows, **to execute any promissory note or other evidence of indebtedness** at any financial institution:

- Chairman or Vice Chairman; AND
- Executive Director; AND
- One (1) additional Board Commissioner

PASSED AND ADOPTED this 19th day of September, 2023.

Board Members Voting Aye:

Those Voting Nay:

Board Members Voting Aye:	Those Voting Nay:

GRAND JUNCTION REGIONAL
AIRPORT AUTHORITY

ATTEST:

Chairman

Clerk

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC:	Notice of Award and Contract Approval to United for Temporary NAVAID Construction		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Authorize the Executive Director to sign the Notice of Award and Contract to award the Temporary NAVAIDS construction project to United Companies for a contract amount of \$6,945,889.60. Work includes temporary threshold and navigational aid relocation associated with the phased construction of Runway 12-30 to allow Runway 11-29 to operate with minimal impacts while construction is underway.		
SUMMARY:	<p>This construction contract with United represents the construction of the temporary threshold and navigational aid relocation associated with the Runway 12-30 program to be performed by United Companies and their subcontractors. Work shall be performed under an FY 2023 grant with a mobilization period of 105 days and a construction period lasting 136 calendar days.</p> <p>The construction documents were reviewed by Garver as the program manager and the FAA. The project is planned to be funded 90% by the Airport Improvement Program grant with a 10% local match from the Authority. The grant application was submitted to the FAA in December 2022 and the grant offer AIP-078 for \$7M was signed on September 7, 2023.</p>		
REVIEWED BY:	Executive Director and CIP Manager		
FISCAL IMPACT:	Total Cost – \$6,945,889.60 FAA funded through AIP Grant 078 - \$6,251,301.00 GJRAA Local Match - \$694,588.60		
ATTACHMENTS:	Notice of Award and Contract		
STAFF CONTACT:	Angela Padalecki apadalecki@gjairport.com Office: 970-248-8588		

DIVISION 3

CONTRACT AGREEMENT

Grand Junction Regional Airport

Grand Junction, Colorado

AIP PROJECT NO. 3-08-0027-078-2023

THIS AGREEMENT, made and entered into this _____ day of _____, 20_____, by and between Grand Junction Regional Airport, Party of the First Part, hereinafter referred to as the “Owner”, and Oldcastle SW Group, Inc. dba United Companies, Party of the Second Part, hereinafter referred to as the “Contractor,” for the construction of airport improvement including FY 2023 Threshold and Navigational Aid Relocation, Schedule(s) 1, 2 and 3 and other incidental work at the Grand Junction Regional Airport.

WITNESSETH:

WORK TO BE PERFORMED. The Contractor agrees to do all the work and furnish all necessary labor, materials, tools and equipment for the completion of the FY 2023 Threshold and Navigational Aid Relocation, Schedule(s) 1, 2 and 3 in accordance with the bid made by the Contractor on the 6th day of June 2023, all in full compliance with the Contract Documents referred to herein, and guarantees all materials and workmanship for one year after acceptance of the project.

CONTRACT DOCUMENTS. It is hereby further agreed that any references herein to the “Contract” shall include “Contract Documents” as the same as defined in Paragraph 10-13, Section 10 of the General Provisions and consisting of the Invitation for Bid, Instruction to Bidders, all Proposal Forms contained under Division 2, all issued Addenda, all Contract Forms contained under Division 3, FAA General Provisions, Special Provisions, Construction Safety & Phasing Plan (CSPP), Wage Rates, Plans, Technical Specifications, attached appendices and all documents incorporated by reference. Said “Contract Documents” are made a part of the Contract as if set out at length herein. Said Contract Agreement is limited to the items in the proposal as signed by the “Contractor” and included in the “Contract Documents.”

The Contractor agrees to perform all the work describe in the Contract Documents for the unit prices and lump sums as submitted in the Bid, taking into consideration additions to or deductions from the Total Bid by reason of alterations or modifications of the original quantities or by reason of “Extra Work” authorized under this Agreement in accordance with the provisions of the Contract Documents.

Each contract shall be executed in five original copies and there shall be executed originals of the Contractor's Performance Bond and Payment Bond in equal number to the executed originals of the contract. Two copies of such executed documents will be retained by Grand Junction Regional Airport, one copy shall be delivered to the FAA, and two copies will be delivered to the Contractor. The cost of executing the Contract, bonds and insurance, including all notary fees and incidental expenses are to be paid by the Contractor to whom the contract is awarded.

PAYMENT. It is hereby further agreed that in consideration of the faithful performance of the work by the Contractor, the Owner shall pay the Contractor the compensation due him/her by reason of said faithful performance of the work, at stated intervals and in the amount certified by the Engineer, in accordance with the provisions of this Contract.

It is hereby further agreed that, at the completion of the work and its acceptance by the Owner, all sums due the Contractor by reason of his faithful performance of the work, taking into consideration additions to or deductions from the Contract price by reason of alterations or modifications of the original Contract or by reason of “Extra Work” authorized under this Contract, will be paid the Contractor by the Owner after said completion and acceptance when funds are received from FAA.

TIME OF PERFORMANCE – LIQUIDATED DAMAGES. The Contractor shall commence work under this Contract within ten (10) calendar days after receiving notification to proceed from the Airport. The Contractor agrees that the work under this Contract shall be substantially completed within 105 calendar days for mobilization phase and 136 calendar days for Schedules 1 + 2 + 3, and completed, accepted, and ready for final payment per the sum of calendar days of mobilization and awarded efforts after notification to begin work. If the Contractor fails to complete the Project within the time hereinbefore mentioned, or in the extended time agreed upon, liquidated damages shall be paid by the contractor in the amounts shown in the table below for that time which exceeds the number of Calendar days allowed in this paragraph. This will be tailored for each project. Liquidated damages will be deducted directly from contractor pay applications. Further, each schedule of work and phase under the project has additional liquidated damage clauses, as outlined in Section 80-08 Failure to Complete on Time.

Schedule	Liquidated Damages Cost
Night Work / Closure Work	Up to \$6,000 per hour for the airport for actual cost incurred by the airport
Mobilization	\$2,000/calendar day for the airport for actual costs incurred plus \$1,500/calendar day for the construction manager plus Any incurred expenses (per diem, lodging, vehicle rental, etc.) as determined by the Engineer
Schedules 1 + 2 + 3	\$2,000/calendar day for the airport for actual costs incurred plus \$1,500/calendar day for the construction manager plus \$1,250/calendar day for the resident engineer plus Any incurred expenses (per diem, lodging, vehicle rental, etc.) as determined by the Engineer

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Mead & Hunt (2023)

It has been agreed that the damages arising from a delay in completion would be difficult to ascertain with any degree of accuracy, even after the Project is completed. It has also been agreed that the amount of liquidated damages specified herein is a reasonable forecast of just compensation for the harm that will be caused by a delay in completion of the Project. Any such sum which the Contractor may be obligated to pay under the terms of this paragraph is paid as liquidated damages, and not as a penalty.

Further, each phase of work under the project has additional liquidated damage clauses, as outlined in Section 80-08 FAILURE TO COMPLETE ON TIME.

The total estimated cost for AIP project #3-08-0027-078-2023 thereof to be Six Million, Nine Hundred Forty-Five Thousand, Eight Hundred Eighty-Nine Dollars and Sixty Cents (\$6,945,889.60).

IN WITNESS WHEREOF, the Party of the First Part and the Party of the Second Part, respectively, have caused this Agreement to be duly executed in day and year first herein written.

CONTRACTOR, Party of the Second Part

OWNER, Party of the First Part

Oldcastle SW Group, Inc. dba United Companies

Grand Junction Regional Airport

By: _____

By: _____

(Office or Position of Signer)

(Office or Position of Signer)

(SEAL)

(SEAL)

ATTEST: _____

ATTEST: _____

(Office or Position of Signer)

(Office or Position of Signer)

August 15, 2023

Mead & Hunt (2023)

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PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS: That Oldcastle SW Group, Inc. dba United Companies, as Principal, hereinafter called Contractor, and _____ as Surety, licensed to do business as such in the State of Colorado, hereby bind themselves and their respective heirs, executors, administrators, successors, and assigns, unto Grand Junction Regional Airport, Grand Junction, Colorado, as Obligee, and hereinafter called Owner, in the penal sum of Six Million, Nine Hundred Forty-Five Thousand, Eight Hundred Eighty-Nine Dollars and Sixty Cents (\$6,945,889.60) for the payment whereof Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS,

Contractor has by written agreement, entered into a contract with Grand Junction Regional Airport for FY 2023 Threshold and Navigational Aid Relocation, Schedule(s) 1, 2 and 3, which contract, including any present or future amendment thereto, is incorporated herein by reference and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if in connection with the Contract including all duly authorized modifications thereto, prompt payment shall be made to all laborers, subcontractors, teamsters, truck drivers, owners or other suppliers of equipment employed on the job, and other claimants, for all labor performed in such work whether done for the prime contractor, a subcontractor, the Surety, a completion contractor or otherwise (at the full wage rates required by any law of the United States or of the State of Colorado, where applicable), for services furnished and consumed, for repairs on machinery, for equipment, tools, materials, lubricants, oil, gasoline, water, gas, power, light, heat, oil, telephone service, grain, hay, feed, coal, coke, groceries and foodstuffs, either consumed, rented, used ore reasonably required for use in connection with the construction of the work or in the performance of the Contract and all insurance premiums, both for compensation and for all other kinds of insurance on the work, for sales taxes and for royalties in connection with, or incidental to, the completion of the Contract, in all instances whether the claim be directly against the Contractor, against the Surety or its completion contractor, through a subcontractor or otherwise, and, further, if the Contractor shall defend, indemnify and hold Grand Junction Regional Airport harmless from all such claims, demands or suits by any such person or entity, then this obligation shall be void; otherwise it shall remain in full force and effect.

Any conditions legally required to be included in a payment bond on this contract, including but not limited to those set out in the applicable Colorado state section of the Owner Charter, are included herein by reference.

The Surety agrees that, in the event that the Contractor fails to make payment of the obligations covered by this bond, it will do so and, further, that within forty-five (45) days of receiving, at the address given below, a claim here under stating the amount claimed and the basis for the claim in reasonable detail, it (a) will send an answer to the claimant, with a copy to the Owner, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed and (b) will pay any amounts that are undisputed. The amount of this bond shall be reduced by and to the extent of any payment of payments made in good faith here under.

August 15, 2023

Mead & Hunt (2023)

While this bond is in force, it may be sued on at the instance of any party to whom any such payment is due, in the name of the Owner, to the use of such party. The Owner shall not be liable for the payment of any costs or expenses of any such suit.

No suit shall be commenced or pursued hereunder other than in a state court of competent jurisdiction in Mesa County, Colorado, or in the United States District Court for the District of Colorado.

WAIVER. The said Surety, for value received, hereby expressly agrees that no change, extension of time, alteration or addition to the terms of the Contract or to the work to be performed thereunder, shall in any wise affect the obligations of this bond, and it does hereby waive notice of any such change, extension of time, or alteration or addition to the terms of the contract or the work to be performed thereunder.

IN WITNESS WHEREOF, the above parties have executed this instrument the _____ day of _____, 20__.

SIGNATURE OF PRINCIPAL (as applicable)

A. Individual, partnership or joint venture

(Signature of sole proprietor or general partner)

B. Corporation

Name of Corporate Principal

Attest: _____
Secretary (affix seal)

By _____

SIGNATURE OF SURETY

Name and address of Corporate Surety

By _____ (seal)
Attorney in Fact (attach power of attorney)

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, That Oldcastle SW Group, Inc. dba United Companies as Principal, hereinafter called Contractor, and _____ as Surety, licensed to do business as such in the State of Colorado, hereby bind themselves and their respective heirs, executors, administrators, successors, and assigns, unto Grand Junction Regional Airport, Grand Junction, Colorado, as Obligee, hereinafter called Owner, in the penal sum of Six Million, Nine Hundred Forty-Five Thousand, Eight Hundred Eighty-Nine Dollars and Sixty Cents (\$6,945,889.60) for the payment whereof Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, by these presents.

WHEREAS,

Contractor has by written agreement, entered into a contract with Grand Junction Regional Airport for FY 2023 Threshold and Navigational Aid Relocation, Schedule(s) 1, 2 and 3, which contract, including any present or future amendment thereto, is incorporated herein by reference and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if the Contractor shall promptly and faithfully perform said Contract including all duly authorized changes thereto, according to all the terms thereof, including those under which Contractor agrees to pay legally required wage rates including the prevailing hourly rate of wages in the locality, as determined by the Department of Labor and Industrial Relations or by final judicial determination, for each craft or type of workman required to execute the contract, and, further, shall defend, indemnify and hold the Owner harmless from all damages, loss and expense occasioned by any failure whatsoever of said Contractor and Surety to fully comply with and carry out each and every requirement of the contract, then this obligation shall be void; otherwise it shall remain in full force and effect.

In the event that Contractor shall be and is declared by the Owner to be in default under the Contract, the Owner having performed its obligations thereunder, the Surety may promptly remedy the default, or shall promptly

- 1) Complete the contract in accordance with its terms and conditions, or
- 2) Obtain a bid or bids for completing the Contract in accordance with its terms and conditions, and upon determination by Surety of the lowest responsible bidder, or, if the Owner elects, upon determination by the Owner and the Surety jointly of the lowest responsible bidder, arrange for a contract between such bidder and the Owner, and make available as Work progresses (even though there should be a default or a succession of defaults under the contract or contracts of completion arranged under this paragraph) sufficient funds to pay the cost of completion less the balance of the contract price; but not exceeding, including other costs and damages for which the Surety may be liable here under, the penal sum of the bond. The term "balance of the contract price", as used in this paragraph, shall mean the total amount payable by the Owner to Contractor under the Contract and any amendments thereto, disbursed at the rate provided in the original contract, less the amount properly paid by the Owner to the Contractor. If the completion contract provides for more rapid payment than the Contract, then Surety shall advance such

sums as are needed to make payment as provided in the completion contract and shall recover it from the Owner when payment from the Owner is due.

No suit shall be commenced or pursued hereunder other than in a state court of competent jurisdiction in Mesa County, Colorado, or in the United States District Court for the District of Colorado.

WAIVER. The said surety, for value received, hereby expressly agrees that no change, extension of time, alteration or addition to the terms of the contract or to the work to be performed thereunder, shall in any wise affect the obligations of this bond; and it does hereby waive notice of any such change, extension of time, or alteration or addition to the terms of the contract or the work to be performed thereunder.

IN WITNESS WHEREOF, the above parties have executed this instrument the _____ day of _____, 20__.

SIGNATURE OF PRINCIPAL (as applicable)

A. Individual, partnership or joint venture

(Signature of sole proprietor or general partner)

B. Corporation

Name of Corporate Principal

Attest: _____
Secretary (affix seal)

By _____

SIGNATURE OF SURETY

Name and address of Corporate Surety

By _____ (seal)
Attorney in Fact (attach power of attorney)

August 15, 2023

Mead & Hunt (2023)

NOTICE OF AWARD

TO: Oldcastle SW Group, Inc. dba United Companies

DATE: _____

2273 River Road

Grand Junction, CO 81505

Grand Junction Regional Airport, having considered the Contract Proposals submitted for improvements to the Grand Junction Regional Airport, AIP Project No.3-08-0027-078-2023, and it appearing that your Contract Proposal of Six Million, Nine Hundred Forty-Five Thousand, Eight Hundred Eighty-Nine Dollars and Sixty Cents (\$6,945,889.60) for FY 2023 Threshold and Navigational Aid Relocation, Schedule(s) 1, 2 and 3 is fair, equitable and in the best interest of the Grand Junction Regional Airport and having authorized the work to be performed, the said Contract Proposal is hereby accepted at the bid prices contained therein.

In accordance with the terms of the Contract Documents, you are required to execute the formal Contract Agreement and furnish the required Performance Bond and Payment Bond within 14 consecutive calendar days from and including the date of this notice.

The Bid Bond submitted with your Contract Proposal will be returned upon execution of the Contract Agreement and the furnishing of the Performance Bond and Payment Bond. In the event that you should fail to execute the Contract Agreement and furnish the Performance Bond and Payment Bond, within the time specified, the Bid Bond will be forfeited to the Grand Junction Regional Airport Board.

This Award is subject to the concurrence of the Federal Aviation Administration.

Grand Junction Regional Airport

Grand Junction, Colorado

By: _____

Contract Authorized Representative

Name and Title

Date

August 15, 2023

Mead & Hunt (2023)

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August 15, 2023

Mead & Hunt (2023)

NOTICE TO PROCEED

TO: Oldcastle SW Group, Inc. dba United Companies

DATE: _____

2273 River Road

Grand Junction, CO 81505

You are hereby authorized to proceed on this date, _____ with the improvements to the Grand Junction Regional Airport, AIP Project No.3-08-0027-078-2023, for FY 2023 Threshold and Navigational Aid Relocation, Schedule(s) 1, 2 and 3, in accordance with the terms of the Contract Documents and your Contract Proposal. The work shall begin no later than ten calendar days after the date of this notice.

Grand Junction Regional Airport

Grand Junction, Colorado

By: _____

Contract Authorized Representative

Name and Title

Date

August 15, 2023

Mead & Hunt (2023)

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Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC: Mead & Hunt Task Order #13 – NAVAID Construction Administration

PURPOSE: Information Guidance Decision

RECOMMENDATION: Approve Mead & Hunt Task Order #13 in the amount of \$725,050 to perform preconstruction services and construction administration for the FY 2023 Threshold and Navigational Aid Relocation project and authorize the Executive Director to sign the Task Order.

SUMMARY: This task order represents the preconstruction and construction administration services to be performed by Mead & Hunt in FY 2023 for the Temporary NAVAIDS and Threshold construction project. Work includes:

- Preconstruction services: M&H will facilitate the pre-construction conference, coordinate and schedule project team, finalize construction safety and phasing plan, and prepare project files.
- Construction administration services: M&H will provide construction administration, construction management, construction stormwater monitoring permitting, construction quality assurance testing, post-construction services, and closeout report services.

The project is planned to be funded 90% by the Airport Improvement Program grant with a 10% local match from the Authority. The grant application was submitted to the FAA in December 2022 and the grant offer AIP-078 for \$7M was signed on September 7, 2023.

The scope of work was reviewed by Garver as the program manager and the FAA. Additionally, GJRAA staff worked with Crawford, Murphy, & Tilly Inc. to complete an independent fee estimate (IFE) to evaluate the proposed hours and project cost from M&H for this project. The proposed fee from M&H was reasonable based on FAA guidelines. The scope of work on this project includes temporary relocation of the existing NAVAID equipment (PAPI, glideslope antenna and shelter, ASOS, MASLF) including temporary FAA and Xcel conduit for new power services. FAA and SWS relocation of the Glide Slope Antenna, Glide Shelter and shift MASR to MALSF will be constructed concurrently under this project from plans prepared by FAA and NWS staff. Runway 11-29 will be adjusted to the relocated threshold including Taxiway A and Taxiways A2-A7 lighting, signage and markings, and Runway lighting, signage and markings.

REVIEWED BY: Executive Director and CIP Manager

FISCAL IMPACT: **Total Cost - \$725,050**

TASK ORDER #13
TO
PROFESSIONAL SERVICES AGREEMENT

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

AND: MEAD & HUNT, INC. (CONSULTANT)
A WISCONSIN CORPORATION

EFFECTIVE DATE: AUGUST 2023

RECITALS

This is Task Order 13 to the Professional Services Agreement dated effective January 18,2023, between the Client of GRAND JUNCTION REGIONAL AIRPORT AUTHORITY and MEAD & HUNT, INC. The Professional Services Agreement effective May 16, 2017, is referred to herein as the Contract.

The work described in the attached Exhibit A *Scope of Services*, and the corresponding effort and expense described in the attached Exhibit B *Fee Estimate*, will be performed in accordance with the terms identified in the agreement.

The below agreement identifies the work described in Exhibit A, and corresponding fee described in Exhibit B, which is to be performed per this Task Order. The total fee for this Task Order is \$725,050 consisting of services being performed on a LUMP SUM basis of \$93,834, and services being performed on a TIME & EXPENSE basis of \$631,216. The individual work efforts for Time & Expense tasks will be authorized by the OWNER in advance of services being undertaken.

AGREEMENT

Task 2023-20: Preconstruction Services - FY 2023 Threshold and Navigational Aid Relocation
Fee: \$93,834
Payment Terms: Lump Sum
Expected Completion: August 2024

Task 2023-21: Construction Administration – FY 2023 Threshold and Navigational Aid Relocation
Fee: \$631,216
Payment Terms: Time & Expense, Not to Exceed.
Expected Completion: August 2024

APPROVAL AND ACCEPTANCE: Approval and acceptance of the TASK ORDER including any attachments shall incorporate this document as part of the CONTRACT between the OWNER and the CONSULTANT dated January 18, 2023. All work and services defined in this TASK ORDER shall be performed in accordance with the terms and conditions of the aforementioned CONTRACT between the OWNER and CONSULTANT.

Accepted by: GRAND JUNCTION REGIONAL
AIRPORT AUTHORITY

Approved by: MEAD & HUNT, INC.

By: _____

By: _____

Name: _____

Name: Jeremy K. Lee

Title: _____

Title: Vice-President

*The above person is authorized to sign for Client
and bind the Client to the terms hereof.*

Date: _____

Date: _____

EXHIBIT A
Grand Junction Regional Airport
Runway 11/29 Relocation Program
Fiscal Year 2023 Engineering Services – CA NAVAIDS
Scope of Services #13

INTRODUCTION

The Grand Junction Regional Airport (GJRA) is a commercial service airport located in western Colorado in Grand Junction, Colorado, adjacent to the Colorado River, and Interstate I-70, approximately 28 miles from the Utah border.

The Program, which extends across multiple years and task orders, 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, and construction began in 2018 with elements of design identified to enable the Program moving forward. The Program will continue to be implemented over the next several years utilizing Federal Funding as available.

This scope of services is for construction administration anticipated the FY 2023 Threshold and Navigational Aid Relocation, funded by federal, state, and local grants. It is assumed that multiple crews will be working concurrently across the site including temporary relocation of the existing NAVAID equipment (PAPI, Glideslope antenna and shelter, ASOS, MALSF) including temporary FAA and Xcel conduit for new power services. FAA and NWS relocation of the Glide Slope Antenna, Glide Shelter and shift from MALSR to MALSF will be constructed currently under this project from plans prepared by FAA and NWS staff. Runway 11/29 will be adjusted to the relocated threshold including Taxiway A and Taxiways A2-A7 lighting, signage and markings, and Runway lighting, signage and markings.

Scope is based upon the following project elements:

Schedule 1 – FY 2023 PAPI, Beacon, and Runway Threshold Relocation

- New FAA Conduit for temporary tie to NAVAID equipment
- New Xcel Conduit and service for temporary tie to NAVAID equipment
- Relocated Threshold & NAVAID Relocation
- Replace Airport Beacon

Schedule 2 – FY 2023 FAA NAVAID Relocation

- NAVAID Relocation

Schedule 3 – FY 2023 NWS ASOS Relocation

- ASOS Relocation

This scope includes the following tasks:

- | | |
|------------|---|
| Task 23-20 | Preconstruction Services - FY 2023 NAVAIDs and Threshold Relocation |
| Task 23-21 | Construction Administration – FY2023 NAVAIDs and Threshold Relocation |

Assumptions:

- Where this Scope calls for Airport action and information, it is the decision and responsibility of the Airport Executive Director to include and assign effort and responsibility to Airport Staff,

- Airport Program Manager (GARVER), and stakeholders in mutually agreed upon response times.
- Media inquiries and public records requests will be directed to the Airport Executive Director 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, the 60% overall design documents, the RTR, 27 ¼ Road, 2019 construction, and 2021 construction packages.
 - 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.

Exclusions:

- Program financial planning
- Program Management Tasks identified for coordination with GJRA.
- Relocation of Primary and Secondary Airport Control impacted by this construction will be coordinated with separate scope including design coordination for final navigational aids with FAA
- ALP Updates will be prepared by a separate Consultant and are not included in these tasks.
- AGIS Design and As-Built submittals to ADIP will be completed under separate tasks.
- Raptor survey updates are updated annually by USDA through cooperative agreement with GJRA separately from this scope of work.

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

TASK 23-20 PRECONSTRUCTION SERVICES – FY 2023 THRESHOLD AND NAVAID RELOCATION

Description: A single bid package was prepared under a separate scope of services for construction between January 2024 to July 2024. The previous scope of services consisted of preparing an approximate \$5M construction project, for replacement of PAPI and Beacon, relocation of threshold, utility relocations, and site improvements towards construction of the New Runway Program. This task includes Consultant services in advance of construction.

This task has been divided into the following subtasks:

20.1 Pre-Construction Conference

Methodology: Consultant shall arrange for and conduct the pre-construction conference. The project manager and the resident project representative will establish this meeting to review FAA and project specific requirements prior to commencing construction. The meeting will be conducted at GJRA and is expected to include GJRA, FAA - ADO, contractor, subcontractors, and utility companies. This task will include the following:

- Schedule meeting, send invitations, provide meeting materials, and prepare pre-meeting exhibits and materials.
- Obtain and review the project construction schedules from the contractor or contractors prior to presentation at the preconstruction conference. GJRA will be provided with copies of the construction schedules.
- Prior to the pre-construction conference, furnish GJRA with the current effort Resident Project Representative (RPR) qualifications for GJRA approval. RPR as defined in Section 10 (Section 10-18) of the General Provisions.
- Provide the contractor with a list of required submittals that they must provide and discuss at the pre-construction conference.
- Preside at the pre-construction conference, prepare a detailed record of the conference, submit record to GJRA for review and comment, and distribute the final record.
- Consultant will participate and coordinate contractor participation in stakeholder coordination meeting for Safety Risk Management Panel coordinated by the Program Manager and FAA Tower Staff.

Meetings:

- The Consultant will conduct a pre-construction conference. This meeting will be attended by five (5) consultant/subconsultant staff for two (2) hours and require overnight and air travel for three (3).
- The Consultant will participate in Safety Risk Management Panel discussion. This meeting will be attended by five (5) consultant/subconsultant staff for two (2) hours and require overnight and air travel for three (3).
-

Result:

- The Consultant will prepare meeting minutes for each meeting. Minutes will be distributed to attendees and the FAA, if not present.

20.2 Coordinate and Schedule Project Team

Methodology: The Consultant will contact subconsultants and internal team members to establish a preliminary schedule for their activities, arrange for security badging, and discuss access to the site.

Subconsultants will be asked to attend the pre-construction conference(s). The Consultant will also coordinate additional meetings and/or site visits with interested parties (FAA, Contractors, subconsultants, etc.) as necessary to facilitate construction startup and minimize potential disruptions to Airport operations.

Meetings:

- The Consultant will conduct six (6) additional meetings and / or on-site visits with interested parties (FAA, Contractors, subconsultants, utilities, etc.). Meetings will be attended by six (6) staff and will require overnight and air travel for two separate trips.

Result:

- The Consultant will coordinate with subconsultants for staffing and coordination as construction begins.

20.3 Finalize Construction Safety and Phasing Plan

Methodology: The Consultant will finalize the FAA required Construction Safety and Phasing Plan (CSPP) and submit to GJRA and FAA for approval prior to construction. The CSPP for the project is required because of the transition from unrestricted work areas associated with the runway construction packages to the FY2023 Threshold and Navigational Aid Relocation which requires work within the AOA. In addition, this CSPP will be coordinated with a new contractor that has not previously worked on the airport.

Meetings:

- Teleconferences with GJRA and FAA are included in Task 2.

Result:

- Construction Safety and Phasing Plan – Three (3) copies and electronic submittal

20.4 Prepare Project Files

Methodology: The Consultant will verify that the construction contracts are in order, the Contractor has provided proof of insurance, the required bids have been completed, and the Contractor has been provided with adequate copies of the Construction Plans and Specifications. The Construction Plans and Specifications will be updated to include addenda items issued during the bidding process. The quantity sheets, testing sheets, and construction report format will be prepared. The Consultant will prepare Project files and equipment for use in the Field Office.

Meetings:

- None

Result:

- Construction Plans and Specifications Set – Ten (10) prints (two (2) full-size and eight (8) half-size sets of Plans; Ten (10) sets of specifications (8 ½" x 11"); One (1) full-sized set of plans in PDF format, one half-sized set of plans in PDF format and One (1) set of specifications in PDF format.

TASK 23-21 CONSTRUCTION ADMINISTRATION – FY2023 THRESHOLD AND NAVAID RELOCATION

Description: Construction administration tasks are organized to allow for one or multiple notices to proceed during the year, pending available funding.

The project is anticipated to be awarded under one new construction contract for all schedules.

The schedule of the project is expected to involve a 175-calendar day (175 total) on-site construction period with a 105-day mobilization period at the onset. Additional schedules awarded may be constructed concurrently but additional durations will be included in separate Tasks.

21.1 Construction Administration

The CONSULTANT will provide the construction administration services required for the execution of the contract work by GJRA's chosen contractor. The CONSULTANT will observe the construction progress, and review and recommend for the Contractor's progress payment requests. The CONSULTANT will review and comment on project compliance issues for quality control testing performed by the Contractor. The CONSULTANT project management team will review the project on a weekly basis and will make site visits to monitor construction activities every other week.

The following services are included:

- Monitor construction activities for compliance with plans and specifications
- Provide interpretation of plans and specifications
- Supervise and coordinate subconsultant contracts for field inspection, and testing
- Review shop drawings and contractor submitted certificates for compliance with design concepts
- Review pay estimates and provide explanation of variation between the contract and final quantities
- Review weekly progress reports
- Meet with GJRA for consultation during construction
- Assist Airport with grant tracking and preparation of reimbursement requests
- Schedule and send notifications for the final construction inspection, attend the final construction inspection, and make recommendations for acceptance of work
- Review materials reports prepared in accordance with the Construction Management Plan
- Verify that testing required by the specifications is performed
- Update record drawings during construction from redline and working drawings
- Review payroll reports and monitor contractor's compliance with paying employees, per Davis-Bacon Act requirements
- Monitor contractor's compliance with Disadvantaged Business Enterprise program
- Prepare FAA Sponsor's Risk Management Plan

Meetings:

- The CONSULTANT will perform forty-five (45) site visits through the duration of the project to assist with project compliance and related items. The site visit will take place at GJRA and be attended by one staff member and require air travel and overnight lodging.
- The CONSULTANT will attend an expected thirty (30) weekly construction meetings either in-person or via phone. On-site meetings will be coordinated with other required site visits and not require travel or lodging. Construction meetings will be attended by two (2) staff and will last two (2) hours.

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

Result:

- The CONSULTANT will assist field staff to monitor project progress, compliance, and changes.

21.2 Construction Management

While construction administration will be primarily conducted from the CONSULTANT's home office, construction management will involve on-site services during construction.

This task includes construction management, and construction observation for the duration of the project. **One full-time resident project representative (RPR) will be assigned to this project.** The RPR will be on-site to coordinate and schedule staff, answer questions, observe quality control activities, process progress reports and pay requests, and record as-built changes. Additionally, the field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in the construction diary, assist in pay request processing, and report non-compliance issues to Airport. Weekly pictures required by FAA will be performed by utilizing location specific photographs.

Average staffing level are anticipated to be required up to 12 hours per day, five days a week, for 175 calendar days for each staff member. The contract allows for night and weekend efforts which are estimated to be inclusive in the identified effort. Staffing levels will be adjusted based upon level of effort required, including reserve staff to cover overlapping shifts, assist in periods of increased need, and to allow for reasonable working shifts.

The following services will be provided:

- The RPR will maintain a daily diary to record the construction progress. The diary will be made available to GJRA upon request. The project diary will include weather conditions and temperature, job site conditions, work in progress and general location, equipment in use (including types and numbers), contractor and subcontractor work force and hours worked, materials delivered, any instructions to contractor, record of principal visitors, record of telephone conversations and any verbal instructions received and authorizations granted, quality assurance tests performed and results, engineering field force and hours worked, and delays to construction and the reason for delays. The diary may be in a bound book of good quality that is easy to handle and carry and may be held in multiple volumes due to the scale of this effort.
- Quality assurance topographical survey is planned on an on-call basis to verify construction survey layout concerns of work completed by the Contractor in accordance with "General Requirements and Covenants for Airport Construction" Section 50-06. CONSULTANT will provide verification survey and supplemental design survey in accordance with the plans and specifications. A total of 40 hours of a two-person survey crew is included for this effort.
- Observe construction activities for compliance with plans and specifications.
- The RPR will notify the contractor of failure of the work and/or materials to conform to the requirements of the contract, plans, or specifications. The RPR may reject nonconforming materials and will notify the contractor to suspend work in question, until such issues can be referred to GJRA and FAA for a decision.
- Prepare change orders which include a cost estimate, cost/price analysis and record of negotiations. CONSULTANT will prepare and negotiate interpretations and clarifications, additions, and deletions to change orders, and supplemental agreements as required.

CONSULTANT will submit copies to Airport and the FAA for approval and signature before proceeding with the work. Additional design is not included in this scope.

- CONSULTANT will evaluate and determine the acceptability of substitute materials and equipment proposed by the contractor. CONSULTANT will evaluate the contractor's suggestions on drawing and specification modification and report those suggestions to GJRA and the FAA.
- CONSULTANT will furnish GJRA and FAA with weekly construction progress and periodic inspection reports, including relevant photos.
- CONSULTANT will review contractor's weekly submitted payrolls for compliance with Federal and State law on classification and wage rates; check and submit reports on shop drawings and construction submittals; and prepare and maintain records of construction progress.
- CONSULTANT will receive from contractor and review the required schedules, guarantees, bonds, inspection certificates, tests, and approvals.
- CONSULTANT will determine the amount owed to the contractor and will recommend those payment amounts in writing to the contractor. CONSULTANT will submit periodic payment recommendations to GJRA for concurrence. The payment recommendations will demonstrate that work has progressed to the point indicated for payment and that, to the CONSULTANT's knowledge, information, and belief, the quality of such work is in accordance with the contract documents. CONSULTANT will make payment recommendations from information that is gathered during on-site visits, provided by the contractor, reviewed from payment applications and accompanying data and schedules, and measured in the field.
- CONSULTANT will conduct an inspection to determine if the work is completed and ready for final acceptance. After consultation with GJRA, the CONSULTANT will furnish the contractor with a list of items that were observed and require completion and correction.
- When the project is complete and ready for final acceptance, the CONSULTANT will arrange for inspection of the finished work by the FAA, Airport, contractor, and CONSULTANT. After final inspection and acceptance, the CONSULTANT will prepare and submit the final cost estimate for the work to GJRA.
- CONSULTANT will monitor the contractor's compliance to the project plans and specifications.
- CONSULTANT will monitor the contractor's compliance with the Construction Safety and Phasing Plan and bring non-compliance issues to the attention of the contractor.
- CONSULTANT will establish and conduct weekly construction progress meetings with the contractor to discuss issues such as safety, airfield security, schedules, runway and taxiway closures, environmental, material submittals, mix design approvals, field directives, request for information, contract change orders, quality control and assurance, and other items as appropriate.

Meetings:

- Meetings will be conducted as needed throughout the construction period and are not separately quantified. These meetings, inclusive in the overall time above include weekly construction meetings, teleconferences with the Airport, Engineer of Record, and coordination with Quality Assurance and Survey team members.

Result:

- The RPR will be on-site to coordinate and schedule staff, answer questions, observe quality control activities, process progress reports and pay requests, and record as-built changes. The field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in the construction diary, assist in pay request processing, report non-compliance

issues to Airport, and record as-built changes.

21.3 Construction Stormwater Monitoring Permitting

Methodology: State and local permitting requires an individual for Quality Assurance for compliance, including inspections and record keeping. The CONSULTANT shall provide a CDOT certified Transportation Erosion Control Supervisor or equivalent to monitor the CSWMP for the program administered by the contractor.

Meetings:

- The CSWMP program monitoring specialist will attend every other construction meeting and perform inspections as required for permit requirements including after each storm event.

Result:

- Review CSWMP
- Weekly/post rainfall inspections including report to include review of discharge points, perimeter controls, sediment controls, and not overall pollution prevention and housekeeping practices.
- Digital photos as necessary to include BMP's problems identified, and progress in implement the CSWMP.

21.4 Construction Quality Assurance Testing

Methodology: Quality Assurance testing will be performed for the elements to be constructed in the project. One quality assurance CONSULTANT representative will be on-site as required to meet specifications. The CONSULTANT will review the material items listed below for general conformity in accordance with the approved plans and specifications for items identified as "Acceptance" testing. **One part-time tester will be assigned to this project. One Geotechnical Engineer will be available to support review of results and Geotechnical recommendations.** The field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in testing summary log, and report non-compliance issues to RPR. A certified geotechnical laboratory will be utilized to supervise the following field and laboratory efforts:

- P-152 Unclassified Excavation
 - Monitor Construction of Select Embankment Zones and Test Sections for compliance with Geotechnical recommendations
 - Perform one compaction test per 1000 square yards for not less than 6" or more than 12" lift
 - Observe proof rolling
- P-610 Structural Portland Cement Concrete
 - Testing per ASTM C172, C31, C39

Meetings:

- Meetings will be held as required to discuss test results and verify that results not meeting the specifications are resolved and at a minimum involve attendance at the weekly construction meetings.

Result:

- Quality Assurance testing will be performed and compiled in accordance with the specifications and reported following FAA NWMR construction closeout requirements.

21.5 Post-Construction Services

As the on-site construction ends, the CONSULTANT will assist GJRA with necessary efforts to verify conformance with plans and specifications and document the project.

The following services are required for post construction activities:

- Complete Final Inspection and Documentation
- Prepare As-Built Plans, Equipment Manuals, Materials Book
- Airport Layout Plan updates will be prepared by a separate Consultant under a separate task

Meetings:

- The CONSULTANT will perform one (1) site visit for the final inspection and confirmation of completion of punch list items. The site visit will take place at GJRA and be attended by two (2) staff and require air travel and overnight lodging.
The meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- Final Inspection
CONSULTANT will schedule and conduct a final inspection with GJRA, contractor, and FAA representatives to determine whether the project has reached substantial completion and verify that the work is in accordance with the plans and specifications. The CONSULTANT will document items found to be deficient and will provide the contractor a Final Punch List of those items.
- Final Punch List
CONSULTANT will prepare a punch list correspondence to include the deficient items and will forward the correspondence to the contractor. The correspondence will state the items in need of correction and will request a schedule for completion. CONSULTANT will send a copy to GJRA and include an additional copy in the project closeout report.
- Record Drawings
CONSULTANT will assemble the as-built plans and survey provided by the contractor. The as-built plans will specify field constructed conditions, such as field surveying required to compute final quantities. Drawings will become record information. The CONSULTANT will provide GJRA Record Drawings in both PDF and hardcopy format. Working files utilized to generate record documents will be available upon request.
- Closeout Report
CONSULTANT will prepare closeout documentation to include in the Closeout Report.
- Materials Book
CONSULTANT will assemble the materials quality book for the project. The materials book will include an accounting for all quality acceptance testing performed as part of this project. This will include a summary of passing tests, as well as failing tests and corrective measures taken to achieve satisfactory results. The Airport will receive both a PDF and hardcopy format of these documents.
- Airport Geographic Information Systems (AGIS) will not be updated.

21.6 Closeout Report

Methodology: Upon completion of construction efforts associated with the project, a closeout report will be prepared documenting the completed activities according to associated grant funding for Schedule 5. The CONSULTANT will prepare a final closeout report prepared.

Meetings:

- The CONSULTANT will perform two (2) closeout report review call.
The meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- Closeout Report

EXHIBIT B - TASK ORDER SUMMARY
Grand Junction Regional Airport
Engineering Services - Runway 11/29 Relocation
Scope of Services #13 - CA FY 2023 Threshold and Navigational Aid Relocation

Task		Mead & Hunt	CH2M	Ground	River City	Total	Terms
23-20	Preconstruction Services - FY 2023 Threshold and Navigational Aid Relocation						LS
	Subtotal - Labor	\$ 36,834.00	\$ 43,050.00	\$ 1,280.00	\$ 990.00	\$ 82,154.00	
	Subtotal - Expense	\$ 6,192.00	\$ 4,656.00	\$ 832.00	\$ -	\$ 11,680.00	
23-21	Construction Administration – FY 2023 Threshold and Navigational Aid Relocation						T&E
	Subtotal - Labor	\$ 392,931.00	\$ 83,400.00	\$ 19,420.00	\$ 16,855.00	\$ 512,606.00	
	Subtotal - Expense	\$ 93,960.00	\$ 18,688.00	\$ 3,656.00	\$ 2,306.00	\$ 118,610.00	
					Total	\$ 725,050.00	

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC:	Garver Task Order 11 for FY 2023 NAVAID Relocation Construction Coordination
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approve Garver Task Order 11 for \$144,800 to support the FY 2023 NAVAID Relocation Construction Coordination and 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 NAVAID Relocation Construction Coordination. The specific tasks to be completed include:</p> <ul style="list-style-type: none">• Program refinement and scheduling by leading the coordination with other agencies including, the FAA Airport District Office and Air Traffic Organization, the City of Grand Junction, Mead & Hunt, and GJRAA.• NAVAID Relocation Construction Coordination including attending progress meetings, auditing FAA submittal documents, and attending stakeholder meetings. <p>The scope of work was reviewed with the FAA to minimize overlap of services between Garver and Mead & Hunt and to maximize grant eligibility. Additionally, GJRAA Staff worked with Crawford, Murphy, & 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, \$125,765 is estimated to be AIP eligible and will be funded by AIP 78, and \$19,035 is estimated to be ineligible so it is expected to be funded by GJRAA.</p>
REVIEWED BY:	Executive Director and Legal Counsel
FISCAL IMPACT:	Total Cost - \$144,800 Eligible for FAA funding - \$113,188.50 GJRAA Local AIP Grant Match & Ineligible Work - \$31,611.50
ATTACHMENTS:	Garver Task Order No 11
STAFF CONTACT:	Angela Padalecki apadalecki@gjairport.com Office: 970-248-8588



TASK ORDER NO. 11
Program Manager Professional Services Agreement
Grand Junction Regional Airport Authority
Project No. 2301663

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 2023 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 2023 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 **\$144,800**. 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, 2023. 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: _____
Signature

Name: _____
Printed Name

Name: Colin Bible
Printed Name

Title: _____

Title: Senior Project Manager

Date: _____

Date: _____

Attest: _____

Attest: _____



EXHIBIT A (SCOPE OF SERVICES)

1. General

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 the **Program Refinement and Scheduling** and the **FY 2023 NAVAID Relocation Construction Coordination**.

2. Program Refinement and Scheduling

Garver will provide services related to the continuation of the development and advancement of the CIP through coordination with internal and external stakeholders, funding agencies, permitting agencies, and airport staff.

Garver will lead the facilitation of long-term coordination items with the FAA and the City of Grand Junction including FAA ADO and NAVAID Coordination, development of future grant scope limits to minimize operational impacts and maximize funding efficiency.

3. FY 2023 NAVAID Relocation Construction Coordination

Garver will provide services to support the FY 2023 NAVAID Relocation Construction including weekly progress meetings, in-person monthly progress meetings, auditing FAA submittal documents (airport-funded scope), and attending stakeholder meetings as required throughout the 24 week anticipated timeframe.

Additionally, Garver will work on non-AIP eligible items at the request of the airport on an as-needed basis.

4. Project Deliverables

The following will be submitted electronically to the Client, or others as indicated, by Garver:

- Updates to Overall CIP and Schedule
- Construction Audit Review Documents (airport-funded scope)
- As needed ACIP support documents, SF 271, SF 425 forms, and FAA Reporting Documents.
- Other electronic files as requested.

5. Extra Work

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 utility relocation.
- Engineering, architectural, or other professional services beyond those listed herein.



- 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.
- Services after construction, such as warranty follow-up, operations support, and Part 139 inspection support.

Extra Work will be as directed by the Client in writing for an additional fee as agreed upon by the Client and Garver.

6. Schedule

Garver shall begin work under this Agreement within ten (10) days of a Notice to Proceed and shall complete the work in accordance with the schedule below:

<u>Phase Description</u>	<u>Calendar Days</u>
Program Refinement and Scheduling	As needed
FY 2023 NAVAID Relocation Coordination	As needed

Exhibit B

Grand Junction Regional Airport ACIP Program Management - Temporary FAA NAVAIDs & NWS Equipment Relocation Construction

FEE SUMMARY

Long-Range Program Management	Estimated Fees
Program Refinement And Scheduling	\$ 43,060.00
Program Refinement And Scheduling - Ineligible	\$ 4,840.00
Subtotal for Long-Range Program Management	\$ 47,900.00
Temporary NAVAIDs & NWS Equipment Relocation Coordination	Estimated Fees
Temporary Nav aids & Nws Equipment Relocation Coordination	\$ 82,705.00
Temporary Nav aids & Nws Equipment Relocation Coordination - Ineligible	\$ 14,195.00
Subtotal for Temporary NAVAIDs & NWS Equipment Relocation	\$ 96,900.00
TOTAL ALL SERVICES	\$ 144,800.00

Exhibit B

**Grand Junction Regional Airport
ACIP Program Management - Temporary FAA NAVAIDs & NWS Equipment Relocation Construction**

Temporary NAVAIDs & NWS Equipment Relocation Coordination - Ineligible

WORK TASK DESCRIPTION	E-5	E-4	E-2	E-1	AM-2
	hr	hr	hr	hr	hr
1. Project Management					
Administration and Coordination (2 hrs/week for 20 weeks)	20	10	20	5	10
Attend Weekly Progress Meetings (1 hrs/week for 20 weeks)					
Attend In-Person Monthly Progress Meetings (5 meetings)					
Audit Material Testing Reports (20 weeks)					
Audit FAA Reports (20 weeks)					
Subtotal - Project Management	20	10	20	5	10

Hours **20** **10** **20** **5** **10**

SUBTOTAL - SALARIES: **\$14,195.00**

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly \$0.00
 Postage/Freight/Courier \$0.00
 Office Supplies/Equipment \$0.00
 Travel Costs \$0.00

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

SUBTOTAL: **\$14,195.00**

SUBCONSULTANTS FEE: **\$0.00**

TOTAL FEE: **\$14,195.00**

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC:	Notice of Award and Contract Approval to Kelley Trucking for Runway 12-30 Program Earthwork and Grading Schedules 5, 6 and 7		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Authorize the Executive Director to sign the Notice of Award and Contract to award Earthwork and Drainage Schedules 5, 6, and 7 to Kelley Trucking for a contract amount of \$11,230,986.30. Work includes the construction of schedules 5, 6, and 7 earthwork and drainage associated with the Runway 12-30 program construction.		
SUMMARY:	<p>This construction contract with Kelley Trucking represents the construction of earthwork and drainage schedules 5-7 associated with the Runway 12-30 relocation program. Work is to be performed by Kelley Trucking and their subcontractors. The project was competitively bid and is recommended to be awarded to Kelley Trucking as the lowest responsive bidder.</p> <p>The construction documents were reviewed by Garver as the program manager and by the FAA. This project is planned to be funded 90% by the Airport Improvement Program grant application that was submitted to the FAA in December 2022 with a 10% local match from the Authority. Grant offer AIP-079 for \$6,543,673 was signed on September 7, 2023, and covers 90% of all construction and administration costs for Schedules 5 and 7. A grant award for Schedule 6 is anticipated in spring 2024 before construction commences.</p>		
REVIEWED BY:	Executive Director and CIP Manager		
FISCAL IMPACT:	Total Cost - \$11,230,986.30 FAA funded through awarded and anticipated AIP grants - \$10,107,888.00 GJRAA Local Match - \$1,123,098.30		
ATTACHMENTS:	Recommendation of award, Notice of Award, and Contract		
STAFF CONTACT:	Angela Padalecki apadalecki@gjairport.com Office: 970-248-8588		

DIVISION 3

CONTRACT AGREEMENT

Grand Junction Regional Airport

Grand Junction, Colorado

AIP PROJECT NO. 3-08-0027-079-2023

THIS AGREEMENT, made and entered into this _____ day of _____, 20_____, by and between Grand Junction Regional Airport, Party of the First Part, hereinafter referred to as the “Owner”, and Kelley Trucking Inc., Party of the Second Part, hereinafter referred to as the “Contractor,” for the construction of airport improvement including FY 2023 Grading and Drainage Package: Schedule 5/6/7, Schedule(s) 5, 6 and 7 and other incidental work at the Grand Junction Regional Airport.

WITNESSETH:

WORK TO BE PERFORMED. The Contractor agrees to do all the work and furnish all necessary labor, materials, tools and equipment for the completion of the FY 2023 Grading and Drainage Package: Schedule 5/6/7, Schedule(s) 5, 6 and 7 in accordance with the bid made by the Contractor on the 8th day of June 2023, all in full compliance with the Contract Documents referred to herein, and guarantees all materials and workmanship for one year after acceptance of the project.

CONTRACT DOCUMENTS. It is hereby further agreed that any references herein to the “Contract” shall include “Contract Documents” as the same as defined in Paragraph 10-13, Section 10 of the General Provisions and consisting of the Invitation for Bid, Instruction to Bidders, all Proposal Forms contained under Division 2, all issued Addenda, all Contract Forms contained under Division 3, FAA General Provisions, Special Provisions, Construction Safety & Phasing Plan (CSPP), Wage Rates, Plans, Technical Specifications, attached appendices and all documents incorporated by reference. Said “Contract Documents” are made a part of the Contract as if set out at length herein. Said Contract Agreement is limited to the items in the proposal as signed by the “Contractor” and included in the “Contract Documents.”

The Contractor agrees to perform all the work describe in the Contract Documents for the unit prices and lump sums as submitted in the Bid, taking into consideration additions to or deductions from the Total Bid by reason of alterations or modifications of the original quantities or by reason of “Extra Work” authorized under this Agreement in accordance with the provisions of the Contract Documents.

Each contract shall be executed in five original copies and there shall be executed originals of the Contractor's Performance Bond and Payment Bond in equal number to the executed originals of the contract. Two copies of such executed documents will be retained by Grand Junction Regional Airport, one copy shall be delivered to the FAA, and two copies will be delivered to the Contractor. The cost of executing the Contract, bonds and insurance, including all notary fees and incidental expenses are to be paid by the Contractor to whom the contract is awarded.

PAYMENT. It is hereby further agreed that in consideration of the faithful performance of the work by the Contractor, the Owner shall pay the Contractor the compensation due him/her by reason of said faithful performance of the work, at stated intervals and in the amount certified by the Engineer, in accordance with the provisions of this Contract.

It is hereby further agreed that, at the completion of the work and its acceptance by the Owner, all sums due the Contractor by reason of his faithful performance of the work, taking into consideration additions to or deductions from the Contract price by reason of alterations or modifications of the original Contract or by reason of "Extra Work" authorized under this Contract, will be paid the Contractor by the Owner after said completion and acceptance when funds are received from FAA.

TIME OF PERFORMANCE – LIQUIDATED DAMAGES. The Contractor shall commence work under this Contract within ten (10) calendar days after receiving notification to proceed from the Airport. The Contractor agrees that the work under this Contract shall be substantially completed within 90 calendar days for mobilization phase and 180 calendar days for Schedule 5, 280 calendar days for Schedules 5 + 7 OR 450 calendar days for Schedules 5 + 7 + 6, and completed, accepted, and ready for final payment per the sum of calendar days of mobilization and awarded efforts after notification to begin work. If the Contractor fails to complete the Project within the time hereinbefore mentioned, or in the extended time agreed upon, liquidated damages shall be paid by the contractor in the amounts shown in the table below for that time which exceeds the number of Calendar days allowed in this paragraph. This will be tailored for each project. Liquidated damages will be deducted directly from contractor pay applications. Further, each schedule of work and phase under the project has additional liquidated damage clauses, as outlined in Section 80-08 Failure to Complete on Time.

It has been agreed that the damages arising from a delay in completion would be difficult to ascertain with any degree of accuracy, even after the Project is completed. It has also been agreed that the amount of liquidated damages specified herein is a reasonable forecast of just compensation for the harm that will be caused by a delay in completion of the Project. Any such sum which the Contractor may be obligated to pay under the terms of this paragraph is paid as liquidated damages, and not as a penalty.

Further, each phase of work under the project has additional liquidated damage clauses, as outlined in Section 80-08 FAILURE TO COMPLETE ON TIME.

The total estimated cost for AIP project #3-08-0027-079-2023 thereof to be Eleven Million, Two Hundred Thirty Thousand, Nine Hundred Eighty-Six Dollars and Thirty Cents. (\$11,230,986.30).

IN WITNESS WHEREOF, the Party of the First Part and the Party of the Second Part, respectively, have caused this Agreement to be duly executed in day and year first herein written.

August 15, 2023

Mead & Hunt (2023)

CONTRACTOR, Party of the Second Part

OWNER, Party of the First Part

Kelley Trucking Inc.

Grand Junction Regional Airport

By: _____

By: _____

(Office or Position of Signer)

(Office or Position of Signer)

(SEAL)

(SEAL)

ATTEST: _____

ATTEST: _____

(Office or Position of Signer)

(Office or Position of Signer)

August 15, 2023

Mead & Hunt (2023)

Intentionally Left Blank

PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS: That Kelley Trucking Inc., as Principal, hereinafter called Contractor, and _____ as Surety, licensed to do business as such in the State of Colorado, hereby bind themselves and their respective heirs, executors, administrators, successors, and assigns, unto Grand Junction Regional Airport, Grand Junction, Colorado, as Obligee, and hereinafter called Owner, in the penal sum of Eleven Million, Two Hundred Thirty Thousand, Nine Hundred Eighty-Six Dollars and Thirty Cents. (\$11,230,986.30) for the payment whereof Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS,

Contractor has by written agreement, entered into a contract with Grand Junction Regional Airport for FY 2023 Grading and Drainage Package: Schedule 5/6/7, Schedule(s) 5, 6 and 7, which contract, including any present or future amendment thereto, is incorporated herein by reference and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if in connection with the Contract including all duly authorized modifications thereto, prompt payment shall be made to all laborers, subcontractors, teamsters, truck drivers, owners or other suppliers of equipment employed on the job, and other claimants, for all labor performed in such work whether done for the prime contractor, a subcontractor, the Surety, a completion contractor or otherwise (at the full wage rates required by any law of the United States or of the State of Colorado, where applicable), for services furnished and consumed, for repairs on machinery, for equipment, tools, materials, lubricants, oil, gasoline, water, gas, power, light, heat, oil, telephone service, grain, hay, feed, coal, coke, groceries and foodstuffs, either consumed, rented, used ore reasonably required for use in connection with the construction of the work or in the performance of the Contract and all insurance premiums, both for compensation and for all other kinds of insurance on the work, for sales taxes and for royalties in connection with, or incidental to, the completion of the Contract, in all instances whether the claim be directly against the Contractor, against the Surety or its completion contractor, through a subcontractor or otherwise, and, further, if the Contractor shall defend, indemnify and hold Grand Junction Regional Airport harmless from all such claims, demands or suits by any such person or entity, then this obligation shall be void; otherwise it shall remain in full force and effect.

Any conditions legally required to be included in a payment bond on this contract, including but not limited to those set out in the applicable Colorado state section of the Owner Charter, are included herein by reference.

The Surety agrees that, in the event that the Contractor fails to make payment of the obligations covered by this bond, it will do so and, further, that within forty-five (45) days of receiving, at the address given below, a claim here under stating the amount claimed and the basis for the claim in reasonable detail, it (a) will send an answer to the claimant, with a copy to the Owner, stating the amounts that are undisputed and the basis for challenging any amounts that are disputed and (b) will pay any amounts that are undisputed. The amount of this bond shall be reduced by and to the extent of any payment of payments made in good faith here under.

August 15, 2023

Mead & Hunt (2023)

While this bond is in force, it may be sued on at the instance of any party to whom any such payment is due, in the name of the Owner, to the use of such party. The Owner shall not be liable for the payment of any costs or expenses of any such suit.

No suit shall be commenced or pursued hereunder other than in a state court of competent jurisdiction in Mesa County, Colorado, or in the United States District Court for the District of Colorado.

WAIVER. The said Surety, for value received, hereby expressly agrees that no change, extension of time, alteration or addition to the terms of the Contract or to the work to be performed thereunder, shall in any wise affect the obligations of this bond, and it does hereby waive notice of any such change, extension of time, or alteration or addition to the terms of the contract or the work to be performed thereunder.

IN WITNESS WHEREOF, the above parties have executed this instrument the _____ day of _____, 20__.

SIGNATURE OF PRINCIPAL (as applicable)

A. Individual, partnership or joint venture

(Signature of sole proprietor or general partner)

B. Corporation

Name of Corporate Principal

Attest: _____
Secretary (affix seal)

By _____

SIGNATURE OF SURETY

Name and address of Corporate Surety

By _____ (seal)
Attorney in Fact (attach power of attorney)

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, That Kelley Trucking Inc. as Principal, hereinafter called Contractor, and _____ as Surety, licensed to do business as such in the State of Colorado, hereby bind themselves and their respective heirs, executors, administrators, successors, and assigns, unto Grand Junction Regional Airport, Grand Junction, Colorado, as Obligee, hereinafter called Owner, in the penal sum of Eleven Million, Two Hundred Thirty Thousand, Nine Hundred Eighty-Six Dollars and Thirty Cents. (\$11,230,986.30) for the payment whereof Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, by these presents.

WHEREAS,

Contractor has by written agreement, entered into a contract with Grand Junction Regional Airport for FY 2023 Grading and Drainage Package: Schedule 5/6/7, Schedule(s) 5, 6 and 7, which contract, including any present or future amendment thereto, is incorporated herein by reference and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if the Contractor shall promptly and faithfully perform said Contract including all duly authorized changes thereto, according to all the terms thereof, including those under which Contractor agrees to pay legally required wage rates including the prevailing hourly rate of wages in the locality, as determined by the Department of Labor and Industrial Relations or by final judicial determination, for each craft or type of workman required to execute the contract, and, further, shall defend, indemnify and hold the Owner harmless from all damages, loss and expense occasioned by any failure whatsoever of said Contractor and Surety to fully comply with and carry out each and every requirement of the contract, then this obligation shall be void; otherwise it shall remain in full force and effect.

In the event that Contractor shall be and is declared by the Owner to be in default under the Contract, the Owner having performed its obligations thereunder, the Surety may promptly remedy the default, or shall promptly

- 1) Complete the contract in accordance with its terms and conditions, or
- 2) Obtain a bid or bids for completing the Contract in accordance with its terms and conditions, and upon determination by Surety of the lowest responsible bidder, or, if the Owner elects, upon determination by the Owner and the Surety jointly of the lowest responsible bidder, arrange for a contract between such bidder and the Owner, and make available as Work progresses (even though there should be a default or a succession of defaults under the contract or contracts of completion arranged under this paragraph) sufficient funds to pay the cost of completion less the balance of the contract price; but not exceeding, including other costs and damages for which the Surety may be liable here under, the penal sum of the bond. The term "balance of the contract price", as used in this paragraph, shall mean the total amount payable by the Owner to Contractor under the Contract and any amendments thereto, disbursed at the rate provided in the original contract, less the amount properly paid by the Owner to the Contractor. If the completion contract provides for more rapid payment than the Contract, then Surety shall advance such

sums as are needed to make payment as provided in the completion contract and shall recover it from the Owner when payment from the Owner is due.

No suit shall be commenced or pursued hereunder other than in a state court of competent jurisdiction in Mesa County, Colorado, or in the United States District Court for the District of Colorado.

WAIVER. The said surety, for value received, hereby expressly agrees that no change, extension of time, alteration or addition to the terms of the contract or to the work to be performed thereunder, shall in any wise affect the obligations of this bond; and it does hereby waive notice of any such change, extension of time, or alteration or addition to the terms of the contract or the work to be performed thereunder.

IN WITNESS WHEREOF, the above parties have executed this instrument the _____ day of _____, 20__.

SIGNATURE OF PRINCIPAL (as applicable)

A. Individual, partnership or joint venture

(Signature of sole proprietor or general partner)

B. Corporation

Name of Corporate Principal

Attest: _____
Secretary (affix seal)

By _____

SIGNATURE OF SURETY

Name and address of Corporate Surety

By _____ (seal)
Attorney in Fact (attach power of attorney)

August 15, 2023

Mead & Hunt (2023)

NOTICE OF AWARD

TO: Kelley Trucking Inc.

DATE: _____

6201 McIntyre Street

Golden, CO 80403

Grand Junction Regional Airport, having considered the Contract Proposals submitted for improvements to the Grand Junction Regional Airport, AIP Project No.3-08-0027-079-2023, and it appearing that your Contract Proposal of Eleven Million, Two Hundred Thirty Thousand, Nine Hundred Eighty-Six Dollars and Thirty Cents. (\$11,230,986.30) for FY 2023 Grading and Drainage Package: Schedule 5/6/7, Schedule(s) 5, 6 and 7 is fair, equitable and in the best interest of the Grand Junction Regional Airport and having authorized the work to be performed, the said Contract Proposal is hereby accepted at the bid prices contained therein.

In accordance with the terms of the Contract Documents, you are required to execute the formal Contract Agreement and furnish the required Performance Bond and Payment Bond within 14 consecutive calendar days from and including the date of this notice.

The Bid Bond submitted with your Contract Proposal will be returned upon execution of the Contract Agreement and the furnishing of the Performance Bond and Payment Bond. In the event that you should fail to execute the Contract Agreement and furnish the Performance Bond and Payment Bond, within the time specified, the Bid Bond will be forfeited to the Grand Junction Regional Airport Board.

This Award is subject to the concurrence of the Federal Aviation Administration.

Grand Junction Regional Airport

Grand Junction, Colorado

By: _____

Contract Authorized Representative

Name and Title

Date

August 15, 2023

Mead & Hunt (2023)

Intentionally Left Blank

August 15, 2023

Mead & Hunt (2023)

NOTICE TO PROCEED

TO: Kelley Trucking Inc.

DATE: _____

6201 McIntyre Street

Golden, CO 80403

You are hereby authorized to proceed on this date, _____ with the improvements to the Grand Junction Regional Airport, AIP Project No.3-08-0027-079-2023, for FY 2023 Grading and Drainage Package: Schedule 5/6/7, Schedule(s) 5, 6 and 7, in accordance with the terms of the Contract Documents and your Contract Proposal. The work shall begin no later than ten calendar days after the date of this notice.

Grand Junction Regional Airport

Grand Junction, Colorado

By: _____

Contract Authorized Representative

Name and Title

Date

August 15, 2023

Mead & Hunt (2023)

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Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC: Mead & Hunt Task Order #14 – Earthwork and Drainage Schedules 5, 6, and 7
Construction Administration

PURPOSE: Information Guidance Decision

RECOMMENDATION: Approve Mead & Hunt Task Order #14 in the amount of \$2,125,793 to perform preconstruction services and construction administration for the FY 2023 Earthwork and Drainage construction schedules 5, 6, and 7; and authorize the Executive Director to sign the Task Order.

SUMMARY: This task order represents the preconstruction and construction administration services to be performed by Mead & Hunt for the FY 2023 Earthwork and Drainage Schedules 5, 6, and 7 construction projects. Work includes:

- Preconstruction services: M&H will facilitate the pre-construction conference, coordinate, and schedule project team, finalize construction safety and phasing plan, and prepare project files.
- Construction administration services: M&H will provide construction administration, construction management, construction stormwater monitoring permitting, construction quality assurance testing, post-construction services, and closeout report services.
- Permitting support: M&H will support the ongoing airport and project permits with development of documentation for submittal by the airport and contractors. Anticipate coordination and permitting with agencies including: GJRA, City of Grand Junction, Mesa County, and Colorado Division of Water Resources (Dam Safety).

This project is planned to be funded 90% by the Airport Improvement Program grant application that was submitted to the FAA in December 2022 with a 10% local match from the Authority. Grant offer AIP-079 for \$6,543,673 was signed on September 7, 2023, and covers 90% of all construction and administration costs for Schedules 5 and 7. A grant award for Schedule 6 is anticipated in spring 2024 before construction commences.

The scope of work was reviewed by Garver as the program manager and the FAA. Additionally, GJRAA staff worked with Crawford, Murphy, & Tilly Inc. to complete an independent fee estimate (IFE) to evaluate the proposed hours and project cost from M&H for this project. The proposed fee from M&H was reasonable based on FAA guidelines. The scope of work on this project includes construction of the earthwork and grading schedules 5, 6 and 7 of the Runway 11-29 relocation project.

REVIEWED BY: Executive Director and CIP Manager

**TASK ORDER #14
TO
PROFESSIONAL SERVICES AGREEMENT**

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

AND: MEAD & HUNT, INC. (CONSULTANT)
A WISCONSIN CORPORATION

EFFECTIVE DATE: SEPTEMBER 2023

RECITALS

This is Task Order 14 to the Professional Services Agreement dated effective January 18, 2023, between the Client of GRAND JUNCTION REGIONAL AIRPORT AUTHORITY and MEAD & HUNT, INC. The Professional Services Agreement effective 1/18/2023, 2023, is referred to herein as the Contract.

The work described in the attached Exhibit A *Scope of Services*, and the corresponding effort and expense described in the attached Exhibit B *Fee Estimate*, will be performed in accordance with the terms identified in the agreement.

The below agreement identifies the work described in Exhibit A, and corresponding fee described in Exhibit B, which is to be performed per this Task Order. The total fee for this Task Order is \$2,125,793 consisting of services being performed on a LUMP SUM basis of \$44,963, and services being performed on a TIME & EXPENSE basis of \$2,080,830. The individual work efforts for Time & Expense tasks will be authorized by the OWNER in advance of services being undertaken.

AGREEMENT

Task 2023-30: Preconstruction Services - FY 2023 Schedule 5, 7, and 6
Fee: \$44,963
Payment Terms: Lump Sum
Expected Completion: March 2024

Task 2023-31/32/33: Construction Administration – FY 2023 Grading and Drainage Schedule 5, 7 and 6
Fee: \$2,061,838
Payment Terms: Time & Expense, Not to Exceed.
Expected Completion: March 2025

Task 2023-34: Permitting Support
Fee: \$18,992
Payment Terms: Time & Expense, Not to Exceed.
Expected Completion: March 2025

APPROVAL AND ACCEPTANCE: Approval and acceptance of the TASK ORDER including any attachments shall incorporate this document as part of the CONTRACT between the OWNER and the CONSULTANT dated January 18, 2023. All work and services defined in this TASK ORDER shall be performed in accordance with the terms and conditions of the aforementioned CONTRACT between the OWNER and CONSULTANT.

Accepted by: GRAND JUNCTION REGIONAL
AIRPORT AUTHORITY

Approved by: MEAD & HUNT, INC.

By: _____

By: _____

Name: _____

Name: Jeremy K. Lee

Title: _____

Title: Vice-President

*The above person is authorized to sign for Client
and bind the Client to the terms hereof.*

Date: _____

Date: _____

EXHIBIT A
Grand Junction Regional Airport
Runway 11/29 Relocation Program
Fiscal Year 2023 Engineering Services – CA GD Sch 5/6/7
Scope of Services #14

INTRODUCTION

The Grand Junction Regional Airport (GJRA) is a commercial service airport located in western Colorado in Grand Junction, Colorado, adjacent to the Colorado River, and Interstate I-70, approximately 28 miles from the Utah border.

The Program, which extends across multiple years and task orders, 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, and construction began in 2018 with elements of design identified to enable the Program moving forward. The Program will continue to be implemented over the next several years utilizing Federal Funding as available.

This scope of services is for construction administration anticipated the FY2023 Grading and Drainage Schedules 5/6/7, funded by federal, state, and local grants. It is assumed that multiple crews will be working concurrently across the site including 2.4 million cubic yards of excavation to embankment, development of up to 3 new ponds and revisions to outfalls of 2 existing ponds. Work extends across 2 miles of site including coordination with utilities, existing duct banks, drainage, and airfield navigational aides. Scope is based upon the following project elements:

Bid Schedule 5, Grading and Drainage, 180 days to complete

- Earthwork, Grading and Associated Drainage Elements

Bid Schedule 7, Grading and Drainage, Concurrent with Schedule 5 and 100 additional days to complete

- Access Road including Storm Drain BB
- Earthwork, Grading and Associated Drainage Elements

Bid Schedule 6, Grading and Drainage, Concurrent with Schedule 5+7 and 170 additional days to complete

- Detention Ranchman Pond B and Associated Stormwater Controls
- Access Road for Ranchman Pond B
- Earthwork, Grading and Associated Drainage Elements

This scope includes the following tasks:

Task 23-30	Preconstruction Services - FY 2023 GD
Task 23-31	Construction Administration – FY2023 GD Sch 5
Task 23-32	Construction Administration – FY2023 GD Sch 7
Task 23-33	Construction Administration – FY2023 GD Sch 6
Task 21-34	Permitting Support – FY 2024

Assumptions:

- Where this Scope calls for Airport action and information, it is the decision and responsibility of the Airport Executive Director to include and assign effort and responsibility to Airport Staff, Airport Program Manager (GARVER), and stakeholders in mutually agreed upon response times.
- Media inquiries and public records requests will be directed to the Airport Executive Director 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, the 60% overall design documents, the RTR, 27 ¼ Road, 2019 construction, and 2021 construction packages.
- 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.

Exclusions:

- Program financial planning
- Program Management Tasks identified for coordination with GJRA
- Relocation of Primary and Secondary Airport Control impacted by this construction will be coordinated with separate scope including design coordination for final navigational aids with FAA
- ALP Updates will be prepared by a separate Consultant and are not included in these tasks
- Raptor survey updates are updated annually by USDA through cooperative agreement with GJRA separately from this scope of work.

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

TASK 23-30 PRECONSTRUCTION SERVICES – FY 2023 GRADING AND DRAINAGE

Description: A single bid package was prepared under a separate scope of services for construction between January 2024 to May 2025. The previous scope of services consisted of preparing an approximate \$20M civil construction project, for grading, and drainage improvements towards construction of the New Runway Program. This task includes Consultant services in advance of construction.

This task has been divided into the following subtasks:

30.1 Pre-Construction Conference

Methodology: Consultant shall arrange for and conduct the pre-construction conference. The project manager and the resident project representative will establish this meeting to review FAA and project specific requirements prior to commencing construction. The meeting will be conducted at GJRA and is expected to include GJRA, FAA - ADO, contractor, subcontractors, and utility companies. This task will include the following:

- Schedule meeting, send invitations, provide meeting materials, and prepare pre-meeting exhibits and materials.
- Obtain and review the project construction schedules from the contractor or contractors prior to presentation at the preconstruction conference. GJRA will be provided with copies of the construction schedules.
- Prior to the pre-construction conference, furnish GJRA with the current effort Resident Project Representative (RPR) qualifications for GJRA approval. RPR as defined in Section 10 (Section 10-18) of the General Provisions.
- Provide the contractor with a list of required submittals that they must provide and discuss at the pre-construction conference.
- Preside at the pre-construction conference, prepare a detailed record of the conference, submit record to GJRA for review and comment, and distribute the final record.

Meetings:

- The Consultant will conduct a pre-construction conference. This meeting will be attended by five (5) consultant/subconsultant staff for two (2) hours and require overnight and air travel for three (3).

Result:

- The Consultant will prepare meeting minutes for each meeting. Minutes will be distributed to attendees and the FAA, if not present.

30.2 Coordinate and Schedule Project Team

Methodology: The Consultant will contact subconsultants and internal team members to establish a preliminary schedule for their activities, arrange for security badging, and discuss access to the site. Subconsultants will be asked to attend the pre-construction conference(s). The Consultant will also coordinate additional meetings and/or site visits with interested parties (FAA, Contractors, subconsultants, etc.) as necessary to facilitate construction startup and minimize potential disruptions to Airport operations.

Meetings:

- The Consultant will conduct six (6) additional meetings and / or on-site visits with interested parties (FAA, Contractors, subconsultants, utilities, etc.). Meetings will be attended by three

(3) staff and will require overnight and air travel for two separate trips.

Result:

- The Consultant will coordinate with subconsultants for staffing and coordination as construction begins.

30.3 Finalize Construction Safety and Phasing Plan

Methodology: The Consultant will finalize the FAA required Construction Safety and Phasing Plan (CSPP) and submit to GJRA and FAA for approval prior to construction. The CSPP for the project is required because of the transition from unrestricted work areas associated with the runway construction packages to the FY2023 Grading and Drainage Schedules 5/6/7 which requires work within the AOA. In addition, this CSPP will be coordinated with a new contractor that has not previously worked on the airport.

Meetings:

- Teleconferences with GJRA and FAA are included in Task 2.

Result:

- Construction Safety and Phasing Plan – Three (3) copies and electronic submittal

30.4 Prepare Project Files

Methodology: The Consultant will verify that the construction contracts are in order, the Contractor has provided proof of insurance, the required bids have been completed, and the Contractor has been provided with adequate copies of the Construction Plans and Specifications. The Construction Plans and Specifications will be updated to include addenda items issued during the bidding process. The quantity sheets, testing sheets, and construction report format will be prepared. The Consultant will prepare Project files and equipment for use in the Field Office.

Meetings:

- None

Result:

- Construction Plans and Specifications Set – Ten (10) prints (two (2) full-size and eight (8) half-size sets of Plans; Ten (10) sets of specifications (8 ½" x 11"); One (1) full-sized set of plans in PDF format, one half-sized set of plans in PDF format and One (1) set of specifications in PDF format.

TASK 23-31 CONSTRUCTION ADMINISTRATION – FY2023 GRADING AND DRAINAGE – SCHEDULE 5

Description: Construction administration tasks are organized to allow for one or multiple notices to proceed during the year, pending available funding.

The project is anticipated to be awarded under one new construction contract of either Schedule 5, OR Schedule 5 + 7, OR Schedule 5 + 7 + 6.

The Schedule 5 of the project is expected to involve a 180-calendar day (180 total) on-site construction period with a 90-day mobilization period at the onset. Additional schedules awarded may be constructed concurrently but additional durations will be included in separate Tasks.

Bid Schedule 5, Grading and Drainage, 180 days to complete

- Earthwork, Grading and Associated Drainage Elements

31.1 Construction Administration

The CONSULTANT will provide the construction administration services required for the execution of the contract work by GJRA's chosen contractor. The CONSULTANT will observe the construction progress, and review and recommend for the Contractor's progress payment requests. The CONSULTANT will review and comment on project compliance issues for quality control testing performed by the Contractor. The CONSULTANT project management team will review the project on a weekly basis and will make site visits to monitor construction activities every other week.

The following services are included:

- Monitor construction activities for compliance with plans and specifications
- Provide interpretation of plans and specifications
- Supervise and coordinate subconsultant contracts for field inspection, and testing
- Review shop drawings and contractor submitted certificates for compliance with design concepts
- Review pay estimates and provide explanation of variation between the contract and final quantities
- Review weekly progress reports
- Meet with GJRA for consultation during construction
- Assist Airport with grant tracking and preparation of reimbursement requests
- Schedule and send notifications for the final construction inspection, attend the final construction inspection, and make recommendations for acceptance of work
- Review materials reports prepared in accordance with the Construction Management Plan
- Verify that testing required by the specifications is performed
- Update record drawings during construction from redline and working drawings
- Review payroll reports and monitor contractor's compliance with paying employees, per Davis-Bacon Act requirements
- Monitor contractor's compliance with Disadvantaged Business Enterprise program
- Prepare FAA Sponsor's Risk Management Plan

Meetings:

- The CONSULTANT will perform thirty (30) site visits through the duration of the project to assist with project compliance and related items. The site visit will take place at GJRA and be attended by one staff member and require air travel and overnight lodging.
- The CONSULTANT will attend an expected thirty (30) weekly construction meetings either in-

person or via phone. On-site meetings will be coordinated with other required site visits and not require travel or lodging. Construction meetings will be attended by two (2) staff and will last two (2) hours.

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

Result:

- The CONSULTANT will assist field staff to monitor project progress, compliance, and changes.

31.2 Construction Management

While construction administration will be primarily conducted from the CONSULTANT's home office, construction management will involve on-site services during construction.

This task includes construction management, and construction observation for the duration of the project. **One full-time resident project representative (RPR) and one full-time construction observer (CO) will be assigned to this project.** The RPR will be on-site to coordinate and schedule staff, answer questions, observe quality control activities, process progress reports and pay requests, and record as-built changes. Additionally, the field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in the construction diary, assist in pay request processing, and report non-compliance issues to Airport. Weekly pictures required by FAA will be performed utilizing location specific photographs.

Average staffing level are anticipated to be required up to 12 hours per day, five days a week, for 180 calendar days for each staff member. The contract allows for night and weekend efforts which are estimated to be inclusive in the identified effort. Staffing levels will be adjusted based upon level of effort required, including reserve staff to cover overlapping shifts, assist in periods of increased need, and to allow for reasonable working shifts.

The following services will be provided:

- The RPR will maintain a daily diary to record the construction progress. The diary will be made available to GJRA upon request. The project diary will include weather conditions and temperature, job site conditions, work in progress and general location, equipment in use (including types and numbers), contractor and subcontractor work force and hours worked, materials delivered, any instructions to contractor, record of principal visitors, record of telephone conversations and any verbal instructions received and authorizations granted, quality assurance tests performed and results, engineering field force and hours worked, and delays to construction and the reason for delays. The diary may be in a bound book of good quality that is easy to handle and carry and may be held in multiple volumes due to the scale of this effort.
- Quality assurance topographical survey is planned on an on-call basis to verify construction survey layout concerns of work completed by the Contractor in accordance with "General Requirements and Covenants for Airport Construction" Section 50-06. CONSULTANT will provide verification survey and supplemental design survey in accordance with the plans and specifications. A total of 80 hours of a two-person survey crew is included for this effort.
- Observe construction activities for compliance with plans and specifications.
- The RPR will notify the contractor of failure of the work and/or materials to conform to the requirements of the contract, plans, or specifications. The RPR may reject nonconforming materials and will notify the contractor to suspend work in question, until such issues can be

referred to GJRA and FAA for a decision.

- Prepare change orders which include a cost estimate, cost/price analysis and record of negotiations. CONSULTANT will prepare and negotiate interpretations and clarifications, additions, and deletions to change orders, and supplemental agreements as required. CONSULTANT will submit copies to Airport and the FAA for approval and signature before proceeding with the work. Additional design is not included in this scope.
- CONSULTANT will evaluate and determine the acceptability of substitute materials and equipment proposed by the contractor. CONSULTANT will evaluate the contractor's suggestions on drawing and specification modification and report those suggestions to GJRA and the FAA.
- CONSULTANT will furnish GJRA and FAA with weekly construction progress and periodic inspection reports, including relevant photos.
- CONSULTANT will review contractor's weekly submitted payrolls for compliance with Federal and State law on classification and wage rates; check and submit reports on shop drawings and construction submittals; and prepare and maintain records of construction progress.
- CONSULTANT will receive from contractor and review the required schedules, guarantees, bonds, inspection certificates, tests, and approvals.
- CONSULTANT will determine the amount owed to the contractor and will recommend those payment amounts in writing to the contractor. CONSULTANT will submit periodic payment recommendations to GJRA for concurrence. The payment recommendations will demonstrate that work has progressed to the point indicated for payment and that, to the CONSULTANT's knowledge, information, and belief, the quality of such work is in accordance with the contract documents. CONSULTANT will make payment recommendations from information that is gathered during on-site visits, provided by the contractor, reviewed from payment applications and accompanying data and schedules, and measured in the field.
- CONSULTANT will conduct an inspection to determine if the work is completed and ready for final acceptance. After consultation with GJRA, the CONSULTANT will furnish the contractor with a list of items that were observed and require completion and correction.
- When the project is complete and ready for final acceptance, the CONSULTANT will arrange for inspection of the finished work by the FAA, Airport, contractor, and CONSULTANT. After final inspection and acceptance, the CONSULTANT will prepare and submit the final cost estimate for the work to GJRA.
- CONSULTANT will monitor the contractor's compliance to the project plans and specifications.
- CONSULTANT will monitor the contractor's compliance with the Construction Safety and Phasing Plan and bring non-compliance issues to the attention of the contractor.
- CONSULTANT will establish and conduct weekly construction progress meetings with the contractor to discuss issues such as safety, airfield security, schedules, runway and taxiway closures, environmental, material submittals, mix design approvals, field directives, request for information, contract change orders, quality control and assurance, and other items as appropriate.

Meetings:

- Meetings will be conducted as needed throughout the construction period and are not separately quantified. These meetings, inclusive in the overall time above include weekly construction meetings, teleconferences with the Airport, Engineer of Record, and coordination with Quality Assurance and Survey team members.

Result:

- The RPR will be on-site to coordinate and schedule staff, answer questions, observe quality control activities, process progress reports and pay requests, and record as-built changes. The field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in the construction diary, assist in pay request processing, report non-compliance issues to Airport, and record as-built changes.

31.3 Construction Stormwater Monitoring Permitting

Methodology: State and local permitting requires an individual for Quality Assurance for compliance, including inspections and record keeping. The CONSULTANT shall provide a CDOT certified Transportation Erosion Control Supervisor or equivalent to monitor the CSWMP for the program administered by the contractor.

Meetings:

- The CSWMP program monitoring specialist will attend every other construction meeting and perform inspections as required for permit requirements including after each storm event.

Result:

- Review CSWMP
- Weekly/post rainfall inspections including report to include review of discharge points, perimeter controls, sediment controls, and not overall pollution prevention and housekeeping practices.
- Digital photos as necessary to include BMP's problems identified, and progress in implement the CSWMP.

31.4 Construction Quality Assurance Testing

Methodology: Quality Assurance testing will be performed for the elements to be constructed in the project. One quality assurance CONSULTANT representative will be on-site as required to meet specifications. The CONSULTANT will review the material items listed below for general conformity in accordance with the approved plans and specifications for items identified as "Acceptance" testing. **One full-time tester will be assigned to this project. One Geotechnical Engineer will be available to support review of results and Geotechnical recommendations.** The field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in testing summary log, and report non-compliance issues to RPR. A certified geotechnical laboratory will be utilized to supervise the following field and laboratory efforts:

- P-152 Unclassified Excavation
 - Monitor Construction of Select Embankment Zones and Test Sections for compliance with Geotechnical recommendations
 - Perform one compaction test per 1000 square yards not less than 6" and not more than 12" lift
 - Observe proof rolling
- P-610 Structural Portland Cement Concrete
 - Testing per ASTM C172, C31, C39

Meetings:

- Meetings will be held as required to discuss test results and verify that results not meeting the specifications are resolved and at a minimum involve attendance at the weekly construction meetings.

Result:

- Quality Assurance testing will be performed and compiled in accordance with the specifications and reported following FAA NWMR construction closeout requirements.

31.5 Post-Construction Services

As the on-site construction ends, the CONSULTANT will assist GJRA with necessary efforts to verify conformance with plans and specifications and document the project.

The following services are required for post construction activities:

- Complete Final Inspection and Documentation
- Prepare As-Built Plans, Equipment Manuals, Materials Book
- Airport Layout Plan updates will be prepared by a separate Consultant under a separate task

Meetings:

- The CONSULTANT will perform one (1) site visit for the final inspection and confirmation of completion of punch list items. The site visit will take place at GJRA and be attended by two (2) staff and require air travel and overnight lodging.
The meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- Final Inspection
CONSULTANT will schedule and conduct a final inspection with GJRA, contractor, and FAA representatives to determine whether the project has reached substantial completion and verify that the work is in accordance with the plans and specifications. The CONSULTANT will document items found to be deficient and will provide the contractor a Final Punch List of those items.
- Final Punch List
CONSULTANT will prepare a punch list correspondence to include the deficient items and will forward the correspondence to the contractor. The correspondence will state the items in need of correction and will request a schedule for completion. CONSULTANT will send a copy to GJRA and include an additional copy in the project closeout report.
- Record Drawings
CONSULTANT will assemble the as-built plans and survey provided by the contractor. The as-built plans will specify field constructed conditions, such as field surveying required to compute final quantities. Drawings will become record information. The CONSULTANT will provide GJRA Record Drawings in both PDF and hardcopy format. Working files utilized to generate record documents will be available upon request.
- Closeout Report
CONSULTANT will prepare closeout documentation to include in the Closeout Report prepared for Schedule 5.
- Materials Book
CONSULTANT will assemble the materials quality book for the project. The materials book will include an accounting for all quality acceptance testing performed as part of this project. This will include a summary of passing tests, as well as failing tests and corrective measures taken to achieve satisfactory results. The Airport will receive both a PDF and hardcopy format of these documents.

- Airport Geographic Information Systems (AGIS) will not be updated.

31.6 Closeout Report

Methodology: Upon completion of construction efforts associated with the project, a closeout report will be prepared documenting the completed activities according to associated grant funding for Schedule 5. The CONSULTANT will prepare a final closeout report prepared.

Meetings:

- The CONSULTANT will perform two (2) closeout report review call.
The meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- Closeout Report

TASK 23-32 CONSTRUCTION ADMINISTRATION – FY2023 GRADING AND DRAINAGE – SCHEDULE 7

Description: Construction administration tasks are organized to allow for one or multiple notices to proceed during the year, pending available funding.

The project is anticipated to be awarded under one new construction contract of either Schedule 5, OR Schedule 5 + 7, OR Schedule 5 + 7 + 6.

The Schedule 7 of the project is expected to increase the on-site construction period by 100 additional calendar days (280 total).

Bid Schedule 7, Grading and Drainage, Concurrent with Schedule 5 and 100 additional days to complete

- Access Road including Storm Drain BB
- Earthwork, Grading and Associated Drainage Elements

32.1 Construction Administration

The CONSULTANT will provide the construction administration services required for the execution of the contract work by GJRA's chosen contractor. The CONSULTANT will observe the construction progress, and review and recommend for the Contractor's progress payment requests. The CONSULTANT will review and comment on project compliance issues for quality control testing performed by the Contractor. The CONSULTANT project management team will review the project on a weekly basis and will make site visits to monitor construction activities every other week.

The following services are included:

- Monitor construction activities for compliance with plans and specifications
- Provide interpretation of plans and specifications
- Supervise and coordinate subconsultant contracts for field inspection, and testing
- Review shop drawings and contractor submitted certificates for compliance with design concepts
- Review pay estimates and provide explanation of variation between the contract and final quantities
- Review weekly progress reports
- Meet with GJRA for consultation during construction
- Assist Airport with grant tracking and preparation of reimbursement requests
- Schedule and send notifications for the final construction inspection, attend the final construction inspection, and make recommendations for acceptance of work
- Review materials reports prepared in accordance with the Construction Management Plan
- Verify that testing required by the specifications is performed
- Update record drawings during construction from redline and working drawings
- Review payroll reports and monitor contractor's compliance with paying employees, per Davis-Bacon Act requirements
- Monitor contractor's compliance with Disadvantaged Business Enterprise program
- Prepare FAA Sponsor's Risk Management Plan

Meetings:

- The CONSULTANT will perform fifteen (15) site visits through the duration of the project to assist with project compliance and related items. The site visit will take place at GJRA and be attended by one staff member and require air travel and overnight lodging.
- The CONSULTANT will attend an expected fifteen (15) weekly construction meetings either in-

person or via phone. On-site meetings will be coordinated with other required site visits and not require travel or lodging. Construction meetings will be attended by two (2) staff and will last two (2) hours.

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

Result:

- The CONSULTANT will assist field staff to monitor project progress, compliance, and changes.

32.2 Construction Management

While construction administration will be primarily conducted from the CONSULTANT's home office, construction management will involve on-site services during construction.

This task includes construction management, and construction observation for the duration of the project. **One full-time resident project representative (RPR) and one full-time construction observer (CO) will be assigned to this project.** The RPR will be on-site to coordinate and schedule staff, answer questions, observe quality control activities, process progress reports and pay requests, and record as-built changes. Additionally, the field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in the construction diary, assist in pay request processing, and report non-compliance issues to Airport. Weekly pictures required by FAA will be performed by utilizing location specific photographs.

Average staffing level are anticipated to be required up to 12 hours per day, five days a week, for an additional 100 calendar days for each staff member. The contract allows for night and weekend efforts which are estimated to be inclusive in the identified effort. Staffing levels will be adjusted based upon level of effort required, including reserve staff to cover overlapping shifts, assist in periods of increased need, and to allow for reasonable working shifts.

The following services will be provided:

- The RPR will maintain a daily diary to record the construction progress. The diary will be made available to GJRA upon request. The project diary will include weather conditions and temperature, job site conditions, work in progress and general location, equipment in use (including types and numbers), contractor and subcontractor work force and hours worked, materials delivered, any instructions to contractor, record of principal visitors, record of telephone conversations and any verbal instructions received and authorizations granted, quality assurance tests performed and results, engineering field force and hours worked, and delays to construction and the reason for delays. The diary may be in a bound book of good quality that is easy to handle and carry and may be held in multiple volumes due to the scale of this effort.
- Quality assurance topographical survey is planned on an on-call basis to verify construction survey layout concerns of work completed by the Contractor in accordance with "General Requirements and Covenants for Airport Construction" Section 50-06. CONSULTANT will provide verification survey and supplemental design survey in accordance with the plans and specifications. A total of 100 hours of a two-person survey crew is included for this effort.
- Observe construction activities for compliance with plans and specifications.
- The RPR will notify the contractor of failure of the work and/or materials to conform to the requirements of the contract, plans, or specifications. The RPR may reject nonconforming materials and will notify the contractor to suspend work in question, until such issues can be

referred to GJRA and FAA for a decision.

- Prepare change orders which include a cost estimate, cost/price analysis and record of negotiations. CONSULTANT will prepare and negotiate interpretations and clarifications, additions, and deletions to change orders, and supplemental agreements as required. CONSULTANT will submit copies to Airport and the FAA for approval and signature before proceeding with the work. Additional design is not included in this scope.
- CONSULTANT will evaluate and determine the acceptability of substitute materials and equipment proposed by the contractor. CONSULTANT will evaluate the contractor's suggestions on drawing and specification modification and report those suggestions to GJRA and the FAA.
- CONSULTANT will furnish GJRA and FAA with weekly construction progress and periodic inspection reports, including relevant photos.
- CONSULTANT will review contractor's weekly submitted payrolls for compliance with Federal and State law on classification and wage rates; check and submit reports on shop drawings and construction submittals; and prepare and maintain records of construction progress.
- CONSULTANT will receive from contractor and review the required schedules, guarantees, bonds, inspection certificates, tests, and approvals.
- CONSULTANT will determine the amount owed to the contractor and will recommend those payment amounts in writing to the contractor. CONSULTANT will submit periodic payment recommendations to GJRA for concurrence. The payment recommendations will demonstrate that work has progressed to the point indicated for payment and that, to the CONSULTANT's knowledge, information, and belief, the quality of such work is in accordance with the contract documents. CONSULTANT will make payment recommendations from information that is gathered during on-site visits, provided by the contractor, reviewed from payment applications and accompanying data and schedules, and measured in the field.
- CONSULTANT will conduct an inspection to determine if the work is completed and ready for final acceptance. After consultation with GJRA, the CONSULTANT will furnish the contractor with a list of items that were observed and require completion and correction.
- When the project is complete and ready for final acceptance, the CONSULTANT will arrange for inspection of the finished work by the FAA, Airport, contractor, and CONSULTANT. After final inspection and acceptance, the CONSULTANT will prepare and submit the final cost estimate for the work to GJRA.
- CONSULTANT will monitor the contractor's compliance to the project plans and specifications.
- CONSULTANT will monitor the contractor's compliance with the Construction Safety and Phasing Plan and bring non-compliance issues to the attention of the contractor.
- CONSULTANT will establish and conduct weekly construction progress meetings with the contractor to discuss issues such as safety, airfield security, schedules, runway and taxiway closures, environmental, material submittals, mix design approvals, field directives, request for information, contract change orders, quality control and assurance, and other items as appropriate.

Meetings:

- Meetings will be conducted as needed throughout the construction period and are not separately quantified. These meetings, inclusive in the overall time above include weekly construction meetings, teleconferences with the Airport, Engineer of Record, and coordination with Quality Assurance and Survey team members.

Result:

- The RPR will be on-site to coordinate and schedule staff, answer questions, observe quality control activities, process progress reports and pay requests, and record as-built changes. The field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in the construction diary, assist in pay request processing, report non-compliance issues to Airport, and record as-built changes.

32.3 Construction Stormwater Monitoring Permitting

Methodology: State and local permitting requires an individual for Quality Assurance for compliance, including inspections and record keeping. The CONSULTANT shall provide a CDOT certified Transportation Erosion Control Supervisor or equivalent to monitor the CSWMP for the program administered by the contractor.

Meetings:

- The CSWMP program monitoring specialist will attend every other construction meeting and perform inspections as required for permit requirements including after each storm event.

Result:

- Review CSWMP
- Weekly/post rainfall inspections including report to include review of discharge points, perimeter controls, sediment controls, and not overall pollution prevention and housekeeping practices.
- Digital photos as necessary to include BMP's problems identified, and progress in implement the CSWMP.

32.4 Construction Quality Assurance Testing

Methodology: Quality Assurance testing will be performed for the elements to be constructed in the project. One quality assurance CONSULTANT representative will be on-site as required to meet specifications. The CONSULTANT will review the material items listed below for general conformity in accordance with the approved plans and specifications for items identified as "Acceptance" testing. **One full-time tester will be assigned to this project. One Geotechnical Engineer will be available to support review of results and Geotechnical recommendations.** The field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in testing summary log, and report non-compliance issues to RPR. A certified geotechnical laboratory will be utilized to supervise the following field and laboratory efforts:

- P-152 Unclassified Excavation
 - Monitor Construction of Select Embankment Zones and Test Sections for compliance with Geotechnical recommendations
 - Perform one compaction test per 1000 square yards not less than 6" and not more than 12" lift
 - per 8" lift
 - Observe proof rolling
- P-610 Structural Portland Cement Concrete
 - Testing per ASTM C172, C31, C39

Meetings:

- Meetings will be held as required to discuss test results and verify that results not meeting the specifications are resolved and at a minimum involve attendance at the weekly construction

meetings.

Result:

- Quality Assurance testing will be performed and compiled in accordance with the specifications and reported following FAA NWMR construction closeout requirements.

32.5 Post-Construction Services

As the on-site construction ends, the CONSULTANT will assist GJRA with necessary efforts to verify conformance with plans and specifications and document the project.

The following services are required for post construction activities:

- Complete Final Inspection and Documentation
- Prepare As-Built Plans, Equipment Manuals, Materials Book
- Airport Layout Plan updates will be prepared by a separate Consultant under a separate task

Meetings:

- The CONSULTANT will perform one (1) site visit for the final inspection and confirmation of completion of punch list items. The site visit will take place at GJRA and be attended by two (2) staff and require air travel and overnight lodging.
The meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- Final Inspection
CONSULTANT will schedule and conduct a final inspection with GJRA, contractor, and FAA representatives to determine whether the project has reached substantial completion and verify that the work is in accordance with the plans and specifications. The CONSULTANT will document items found to be deficient and will provide the contractor a Final Punch List of those items.
- Final Punch List
CONSULTANT will prepare a punch list correspondence to include the deficient items and will forward the correspondence to the contractor. The correspondence will state the items in need of correction and will request a schedule for completion. CONSULTANT will send a copy to GJRA and include an additional copy in the project closeout report.
- Record Drawings
CONSULTANT will assemble the as-built plans and survey provided by the contractor. The as-built plans will specify field constructed conditions, such as field surveying required to compute final quantities. Drawings will become record information. The CONSULTANT will provide GJRA Record Drawings in both PDF and hardcopy format. Working files utilized to generate record documents will be available upon request.
- Closeout Report
CONSULTANT will prepare closeout documentation to include in the Closeout Report prepared for Schedule 5+7.
- Materials Book
CONSULTANT will assemble the materials quality book for the project. The materials book will include an accounting for all quality acceptance testing performed as part of this project. This will include a summary of passing tests, as well as failing tests and corrective measures taken to achieve satisfactory results. The Airport will receive both a PDF and hardcopy format of these

documents.

- Airport Geographic Information Systems (AGIS) will not be updated.

32.6 Closeout Report

Methodology: Upon completion of construction efforts associated with the project, a closeout report will be prepared documenting the completed activities according to associated grant funding for Schedule 5 + 7. The CONSULTANT will prepare a final closeout report prepared.

Meetings:

- The CONSULTANT will perform two (2) closeout report review call.
The meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- Closeout Report

TASK 23-33 CONSTRUCTION ADMINISTRATION – FY2023 GRADING AND DRAINAGE – SCHEDULE 6

Description: Construction administration tasks are organized to allow for one or multiple notices to proceed during the year, pending available funding.

The project is anticipated to be awarded under one new construction contract of either Schedule 5, OR Schedule 5 + 7, OR Schedule 5 + 7 + 6.

The Schedule 6 of the project is expected to increase the on-site construction period by 170 additional calendar days (450 total).

Bid Schedule 6, Grading and Drainage, Concurrent with Schedule 5+7 and 170 additional days to complete

- Detention Ranchman Pond B and Associated Stormwater Controls
- Access Road for Ranchman Pond B
- Earthwork, Grading and Associated Drainage Elements

33.1 Construction Administration

The CONSULTANT will provide the construction administration services required for the execution of the contract work by GJRA's chosen contractor. The CONSULTANT will observe the construction progress, and review and recommend for the Contractor's progress payment requests. The CONSULTANT will review and comment on project compliance issues for quality control testing performed by the Contractor. The CONSULTANT project management team will review the project on a weekly basis and will make site visits to monitor construction activities every other week.

The following services are included:

- Monitor construction activities for compliance with plans and specifications
- Provide interpretation of plans and specifications
- Supervise and coordinate subconsultant contracts for field inspection, and testing
- Review shop drawings and contractor submitted certificates for compliance with design concepts
- Review pay estimates and provide explanation of variation between the contract and final quantities
- Review weekly progress reports
- Meet with GJRA for consultation during construction
- Assist Airport with grant tracking and preparation of reimbursement requests
- Schedule and send notifications for the final construction inspection, attend the final construction inspection, and make recommendations for acceptance of work
- Review materials reports prepared in accordance with the Construction Management Plan
- Verify that testing required by the specifications is performed
- Update record drawings during construction from redline and working drawings
- Review payroll reports and monitor contractor's compliance with paying employees, per Davis-Bacon Act requirements
- Monitor contractor's compliance with Disadvantaged Business Enterprise program
- Prepare FAA Sponsor's Risk Management Plan

Meetings:

- The CONSULTANT will perform thirty (30) site visits through the duration of the project to assist with project compliance and related items. The site visit will take place at GJRA and be attended by one staff member and require air travel and overnight lodging.

- The CONSULTANT will attend an expected thirty (30) weekly construction meetings either in-person or via phone. On-site meetings will be coordinated with other required site visits and not require travel or lodging. Construction meetings will be attended by two (2) staff and will last two (2) hours.

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

Result:

- The CONSULTANT will assist field staff to monitor project progress, compliance, and changes.

33.2 Construction Management

While construction administration will be primarily conducted from the CONSULTANT's home office, construction management will involve on-site services during construction.

This task includes construction management, and construction observation for the duration of the project. **One full-time resident project representative (RPR) and one full-time construction observer (CO) will be assigned to this project.** The RPR will be on-site to coordinate and schedule staff, answer questions, observe quality control activities, process progress reports and pay requests, and record as-built changes. Additionally, the field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in the construction diary, assist in pay request processing, and report non-compliance issues to Airport. Weekly pictures required by FAA will be performed by utilizing location specific photographs.

Average staffing level are anticipated to be required up to 12 hours per day, five days a week, for an additional 170 calendar days for each staff member. The contract allows for night and weekend efforts which are estimated to be inclusive in the identified effort. Staffing levels will be adjusted based upon level of effort required, including reserve staff to cover overlapping shifts, assist in periods of increased need, and to allow for reasonable working shifts.

The following services will be provided:

- The RPR will maintain a daily diary to record the construction progress. The diary will be made available to GJRA upon request. The project diary will include weather conditions and temperature, job site conditions, work in progress and general location, equipment in use (including types and numbers), contractor and subcontractor work force and hours worked, materials delivered, any instructions to contractor, record of principal visitors, record of telephone conversations and any verbal instructions received and authorizations granted, quality assurance tests performed and results, engineering field force and hours worked, and delays to construction and the reason for delays. The diary may be in a bound book of good quality that is easy to handle and carry and may be held in multiple volumes due to the scale of this effort.
- Quality assurance topographical survey is planned on an on-call basis to verify construction survey layout concerns of work completed by the Contractor in accordance with "General Requirements and Covenants for Airport Construction" Section 50-06. CONSULTANT will provide verification survey and supplemental design survey in accordance with the plans and specifications. A total of 160 hours of a two-person survey crew is included for this effort.
- Observe construction activities for compliance with plans and specifications.
- The RPR will notify the contractor of failure of the work and/or materials to conform to the

requirements of the contract, plans, or specifications. The RPR may reject nonconforming materials and will notify the contractor to suspend work in question, until such issues can be referred to GJRA and FAA for a decision.

- Prepare change orders which include a cost estimate, cost/price analysis and record of negotiations. CONSULTANT will prepare and negotiate interpretations and clarifications, additions, and deletions to change orders, and supplemental agreements as required. CONSULTANT will submit copies to Airport and the FAA for approval and signature before proceeding with the work. Additional design is not included in this scope.
- CONSULTANT will evaluate and determine the acceptability of substitute materials and equipment proposed by the contractor. CONSULTANT will evaluate the contractor's suggestions on drawing and specification modification and report those suggestions to GJRA and the FAA.
- CONSULTANT will furnish GJRA and FAA with weekly construction progress and periodic inspection reports, including relevant photos.
- CONSULTANT will review contractor's weekly submitted payrolls for compliance with Federal and State law on classification and wage rates; check and submit reports on shop drawings and construction submittals; and prepare and maintain records of construction progress.
- CONSULTANT will receive from contractor and review the required schedules, guarantees, bonds, inspection certificates, tests, and approvals.
- CONSULTANT will determine the amount owed to the contractor and will recommend those payment amounts in writing to the contractor. CONSULTANT will submit periodic payment recommendations to GJRA for concurrence. The payment recommendations will demonstrate that work has progressed to the point indicated for payment and that, to the CONSULTANT's knowledge, information, and belief, the quality of such work is in accordance with the contract documents. CONSULTANT will make payment recommendations from information that is gathered during on-site visits, provided by the contractor, reviewed from payment applications and accompanying data and schedules, and measured in the field.
- CONSULTANT will conduct an inspection to determine if the work is completed and ready for final acceptance. After consultation with GJRA, the CONSULTANT will furnish the contractor with a list of items that were observed and require completion and correction.
- When the project is complete and ready for final acceptance, the CONSULTANT will arrange for inspection of the finished work by the FAA, Airport, contractor, and CONSULTANT. After final inspection and acceptance, the CONSULTANT will prepare and submit the final cost estimate for the work to GJRA.
- CONSULTANT will monitor the contractor's compliance to the project plans and specifications.
- CONSULTANT will monitor the contractor's compliance with the Construction Safety and Phasing Plan and bring non-compliance issues to the attention of the contractor.
- CONSULTANT will establish and conduct weekly construction progress meetings with the contractor to discuss issues such as safety, airfield security, schedules, runway and taxiway closures, environmental, material submittals, mix design approvals, field directives, request for information, contract change orders, quality control and assurance, and other items as appropriate.

Meetings:

- Meetings will be conducted as needed throughout the construction period and are not separately quantified. These meetings, inclusive in the overall time above include weekly construction meetings, teleconferences with the Airport, Engineer of Record, and coordination with Quality Assurance and Survey team members.

Result:

- The RPR will be on-site to coordinate and schedule staff, answer questions, observe quality control activities, process progress reports and pay requests, and record as-built changes. The field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in the construction diary, assist in pay request processing, report non-compliance issues to Airport, and record as-built changes.

33.3 Construction Stormwater Monitoring Permitting

Methodology: State and local permitting requires an individual for Quality Assurance for compliance, including inspections and record keeping. The CONSULTANT shall provide a CDOT certified Transportation Erosion Control Supervisor or equivalent to monitor the CSWMP for the program administered by the contractor.

Meetings:

- The CSWMP program monitoring specialist will attend every other construction meeting and perform inspections as required for permit requirements including after each storm event.

Result:

- Review CSWMP
- Weekly/post rainfall inspections including report to include review of discharge points, perimeter controls, sediment controls, and not overall pollution prevention and housekeeping practices.
- Digital photos as necessary to include BMP's problems identified, and progress in implement the CSWMP.

33.4 Construction Quality Assurance Testing

Methodology: Quality Assurance testing will be performed for the elements to be constructed in the project. One quality assurance CONSULTANT representative will be on-site as required to meet specifications. The CONSULTANT will review the material items listed below for general conformity in accordance with the approved plans and specifications for items identified as "Acceptance" testing. **One full-time tester will be assigned to this project. One Geotechnical Engineer will be available to support review of results and Geotechnical recommendations.** The field staff will monitor compliance with plans and specifications, acquire field measurements, provide entries in testing summary log, and report non-compliance issues to RPR. A certified geotechnical laboratory will be utilized to supervise the following field and laboratory efforts:

- P-152 Unclassified Excavation
 - Monitor Construction of Select Embankment Zones and Test Sections for compliance with Geotechnical recommendations
 - Perform one compaction test per 1000 square yards not less than 6" and not more than 12" lift
 - Observe proof rolling
- P-610 Structural Portland Cement Concrete
 - Testing per ASTM C172, C31, C39

Meetings:

- Meetings will be held as required to discuss test results and verify that results not meeting the specifications are resolved and at a minimum involve attendance at the weekly construction

meetings.

Result:

- Quality Assurance testing will be performed and compiled in accordance with the specifications and reported following FAA NWMR construction closeout requirements.

33.5 Post-Construction Services

As the on-site construction ends, the CONSULTANT will assist GJRA with necessary efforts to verify conformance with plans and specifications and document the project.

The following services are required for post construction activities:

- Complete Final Inspection and Documentation
- Prepare As-Built Plans, Equipment Manuals, Materials Book
- Airport Layout Plan updates will be prepared by a separate Consultant under a separate task

Meetings:

- The CONSULTANT will perform one (1) site visit for the final inspection and confirmation of completion of punch list items. The site visit will take place at GJRA and be attended by two (2) staff and require air travel and overnight lodging.
The meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- Final Inspection
CONSULTANT will schedule and conduct a final inspection with GJRA, contractor, and FAA representatives to determine whether the project has reached substantial completion and verify that the work is in accordance with the plans and specifications. The CONSULTANT will document items found to be deficient and will provide the contractor a Final Punch List of those items.
- Final Punch List
CONSULTANT will prepare a punch list correspondence to include the deficient items and will forward the correspondence to the contractor. The correspondence will state the items in need of correction and will request a schedule for completion. CONSULTANT will send a copy to GJRA and include an additional copy in the project closeout report.
- Record Drawings
CONSULTANT will assemble the as-built plans and survey provided by the contractor. The as-built plans will specify field constructed conditions, such as field surveying required to compute final quantities. Drawings will become record information. The CONSULTANT will provide GJRA Record Drawings in both PDF and hardcopy format. Working files utilized to generate record documents will be available upon request.
- Closeout Report
CONSULTANT will prepare closeout documentation to include in the Closeout Report prepared for Schedule 5+7+6.
- Materials Book
CONSULTANT will assemble the materials quality book for the project. The materials book will include an accounting for all quality acceptance testing performed as part of this project. This will include a summary of passing tests, as well as failing tests and corrective measures taken to achieve satisfactory results. The Airport will receive both a PDF and hardcopy format of these

documents.

- Airport Geographic Information Systems (AGIS) will not be updated.

33.6 Closeout Report

Methodology: Upon completion of construction efforts associated with the project, a closeout report will be prepared documenting the completed activities according to associated grant funding for Schedule 5 + 7 + 6. The CONSULTANT will prepare a final closeout report prepared.

Meetings:

- The CONSULTANT will perform two (2) closeout report review call.
The meeting has an additional two (2) hours by two (2) CONSULTANT staff beyond the meeting duration for preparation and summary.

Result:

- Closeout Report

TASK 23-34 PERMITTING SUPPORT – FY 2024

Description: The purpose of this task is to continue to support the ongoing airport and project permits with development of documentation for submittal by the airport and contractors. Topics requiring coordination include overall program schedule. This will be accomplished through scheduled coordination with agencies including GJRA, City of Grand Junction, Mesa County, Colorado Division of Water Resources (Dam Safety), and CONSULTANT.

34.1 Permitting Support

Methodology: The CONSULTANT will organize documents to support permit requirements documentation submittals and participate in coordination meetings with airport and permitting agencies. Project permits to be supported include:

- City of Grand Junction Drainage Permit and State of Colorado Stormwater Detention and Infiltration Facility online portal
- Mesa County Construction Stormwater Permit
- Colorado State Erosion Control Dam Permits
- United States Army Corps of Engineers (USACE) Nationwide Permit (NWP)

Meetings:

- The CONSULTANT will attend up to six (6) teleconferences with permit agencies, which will take place on a quarterly basis, be attended by two (2) staff, and last 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:

- CONSULTANT will prepare and distribute summaries to CONSULTANT Team, Airport and permitting agency.
- City of Grant Junction Drainage Permit and State of Colorado Stormwater Detention and Infiltration Facility online portal
CONSULTANT will provide final stamped drawings and review comments responses to the City for final permit approval. CONSULTANT will provide data for upload to the State of Colorado Stormwater Detention and Infiltration Facility online portal.
CONSULTANT will provide final record drawings to the City and certification of completion after project construction acceptance.
- Mesa County Construction Stormwater Permit
Contractor is required to obtain permit coverage from Mesa County for a Construction Stormwater Permit. CONSULTANT will provide observation reporting to the contractor for permit closeout.
- Colorado State Erosion Control Dam Permits
CONSULTANT will submit permit application for Leach C3 Erosion Control Dam including permit fee on behalf of the Airport. CONSULTANT will track the permit for approval prior to construction. CONSULTANT will prepare record drawings and construction completion closeout reports for constructed erosion control dams after project construction acceptance and submit to the State Dam Safety Engineer.
- United States Army Corps of Engineers Nationwide Permit
CONSULTANT will document construction completion for areas of impact associated with FY 2023 Grading and Drainage Package with coverage under USACE NWP 14, Identification Number SPK-2010-00845. The existing NWPs are scheduled to be modified, reissued or revoked. CONSULTANT

will track NWP expiration and apply for coverage under the renewed permits.

EXHIBIT B - TASK ORDER SUMMARY
Grand Junction Regional Airport
Engineering Services - Runway 11/29 Relocation
Scope of Services #14 - FY 2023 Grading and Drainage Construction Administration

Task		Mead & Hunt		Ground		River City		Total	Terms
23-30	Preconstruction Services								LS
	Subtotal - Labor	\$ 38,395.00	\$	1,120.00	\$	320.00	\$	39,835.00	
	Subtotal - Expense	\$ 4,296.00	\$	832.00	\$	-	\$	5,128.00	
23-31	Construction Administration – FY2023 Grading and Drainage – Schedule 5								T&E
	Subtotal - Labor	\$ 483,584.00	\$	118,680.00	\$	47,130.00	\$	649,394.00	
	Subtotal - Expense	\$ 137,312.00	\$	49,370.00	\$	5,400.00	\$	192,082.00	
23-32	Construction Administration – FY2023 Grading and Drainage – Schedule 7								T&E
	Subtotal - Labor	\$ 292,584.00	\$	69,360.00	\$	36,600.00	\$	398,544.00	
	Subtotal - Expense	\$ 75,152.00	\$	22,400.00	\$	1,800.00	\$	99,352.00	
23-33	Construction Administration – FY2023 Grading and Drainage – Schedule 6								T&E
	Subtotal - Labor	\$ 421,624.00	\$	114,400.00	\$	27,600.00	\$	563,624.00	
	Subtotal - Expense	\$ 118,952.00	\$	38,090.00	\$	1,800.00	\$	158,842.00	
23-34	Permitting Support								T&E
	Subtotal - Labor	\$ 15,300.00	\$	-	\$	1,564.00	\$	16,864.00	
	Subtotal - Expense	\$ 2,128.00	\$	-	\$	-	\$	2,128.00	
						Total	\$	2,125,793.00	

EXHIBIT B - LABOR AND EXPENSE BY TASK
Grand Junction Regional Airport
Engineering Services - Runway 11/29 Relocation

Fee Estimate
 8/14/2023

Rate	Mead & Hunt										Ground				River City				Effort			
	Principal	Project Manager	Design Manager	Senior Engineer	Engineer III	Engineer I	CAD Tech	Admin Assistant	Project Engineer	Senior Project Manager	Geologist	CAD Technician	Project Lead Engineer	Professional Land Surveyor	Stormwater Tech	Field Surveyor	Admin Assistant	Mead & Hunt	Ground	River City	Total	
	274	258	240	155	129	105	109	85	140	140	190	80	160	165	93	150	45					
Total Hours	5	278	433	3,942	115	3,971	197	120	204	46	24	3,300	30	46	528	340	16					
23-30 Preconstruction Services																						
Labor																						
Pre-Construction Conference		16	24	12		24	26	10	2	2			2									
Coordinate and Schedule Project Team	2	8	20			8	20	5														
Finalize Construction Safety and Phasing Plan		2	16					2														
Prepare Project Files			4			35				4												
Subtotal - Labor Cost	\$ 548.00	\$ 6,708.00	\$ 15,360.00	\$ 1,880.00	\$ -	\$ 7,035.00	\$ 5,014.00	\$ 1,870.00	\$ 280.00	\$ 840.00	\$ -	\$ -	\$ 320.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Expenses																						
Trips		1	1		1					1												
Days																						
Air Travel	\$ 600.00	\$ -	\$ 600.00	\$ 600.00	\$ -	\$ 600.00	\$ -	\$ -	\$ -	\$ 600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Lodging	\$ 98.00	\$ -	\$ 98.00	\$ 98.00	\$ -	\$ 98.00	\$ -	\$ -	\$ -	\$ 98.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Meals	\$ 59.00	\$ -	\$ 59.00	\$ 59.00	\$ -	\$ 59.00	\$ -	\$ -	\$ -	\$ 59.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Vehicle	\$ 75.00	\$ -	\$ 75.00	\$ 75.00	\$ -	\$ 75.00	\$ -	\$ -	\$ -	\$ 75.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Laboratory Tests																						
Deliverables /Supplies								\$ 1,800.00														
Subtotal - Expense Cost	\$ -	\$ 832.00	\$ 832.00	\$ -	\$ 832.00	\$ -	\$ -	\$ 1,800.00	\$ -	\$ 832.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
																					Total 23-30	\$ 44,963.00
23-31 Construction Administration – FY2023 Grading and Drainage – Schedule 5																						
Labor																						
Construction Administration	1	100	120	80		16	10	16														
Construction Management				1500				1500														
Construction Stormwater Monitoring and Permitting									78	16	8	1300	24	6	320	80	12					
Construction Quality Assurance Testing																						
Post Construction Services			8	16		16	40	12														
Closeout Report			5	24		52	4	4														
Subtotal - Labor Cost	\$ 274.00	\$ 25,800.00	\$ 31,920.00	\$ 291,100.00	\$ -	\$ 166,320.00	\$ 5,450.00	\$ 2,720.00	\$ 10,920.00	\$ 2,240.00	\$ 1,520.00	\$ 104,000.00	\$ 3,840.00	\$ 990.00	\$ 29,760.00	\$ 12,000.00	\$ 540.00	\$ 71,404.00	\$ -	\$ -	\$ 71,404.00	
Expenses																						
Trips		13	15	20		20																
Days		26	30	180		180				95		180			72							
Air Travel	\$ 600.00	\$ -	\$ 7,800.00	\$ 9,000.00	\$ 12,000.00	\$ -	\$ 12,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Lodging	\$ 98.00	\$ -	\$ 2,548.00	\$ 2,940.00	\$ 17,640.00	\$ -	\$ 17,640.00	\$ -	\$ 9,310.00	\$ -	\$ -	\$ 17,640.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Meals	\$ 59.00	\$ -	\$ 1,534.00	\$ 1,770.00	\$ 10,620.00	\$ -	\$ 10,620.00	\$ -	\$ -	\$ -	\$ -	\$ 10,620.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Vehicle	\$ 75.00	\$ -	\$ 1,950.00	\$ 2,250.00	\$ 13,500.00	\$ -	\$ 13,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Laboratory Tests												\$ 11,800.00										
Deliverables /Supplies																						
Subtotal - Expense Cost	\$ -	\$ 13,832.00	\$ 15,960.00	\$ 53,760.00	\$ -	\$ 53,760.00	\$ -	\$ -	\$ 9,310.00	\$ -	\$ -	\$ 40,060.00	\$ -	\$ -	\$ 5,400.00	\$ -	\$ -	\$ 137,312.00	\$ 49,370.00	\$ 5,400.00	\$ 192,082.00	
																					Total 23-31	\$ 841,476.00
23-32 Construction Administration – FY2023 Grading and Drainage – Schedule 7																						
Labor																						
Construction Administration	1	60	80	80	16	16	10	16														
Construction Management				850		850								20	100	160						
Construction Stormwater Monitoring and Permitting									48	8	8	750										
Construction Quality Assurance Testing																						
Post Construction Services			8	16		16	40	12														
Closeout Report			5	24		52	4	4														
Subtotal - Labor Cost	\$ 274.00	\$ 15,480.00	\$ 22,320.00	\$ 137,950.00	\$ 10,320.00	\$ 98,070.00	\$ 5,450.00	\$ 2,720.00	\$ 6,720.00	\$ 1,120.00	\$ 1,520.00	\$ 60,000.00	\$ -	\$ 3,300.00	\$ 9,300.00	\$ 24,000.00	\$ -	\$ 49,404.00	\$ -	\$ -	\$ 49,404.00	
Expenses																						
Trips		8	10	8		8																
Days		16	20	100		100						100			24							
Air Travel	\$ 600.00	\$ -	\$ 4,800.00	\$ 6,000.00	\$ 4,800.00	\$ -	\$ 4,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Lodging	\$ 98.00	\$ -	\$ 1,568.00	\$ 1,960.00	\$ 9,800.00	\$ -	\$ 9,800.00	\$ -	\$ -	\$ -	\$ -	\$ 9,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Meals	\$ 59.00	\$ -	\$ 944.00	\$ 1,180.00	\$ 5,900.00	\$ -	\$ 5,900.00	\$ -	\$ -	\$ -	\$ -	\$ 5,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Vehicle	\$ 75.00	\$ -	\$ 1,200.00	\$ 1,500.00	\$ 7,500.00	\$ -	\$ 7,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Laboratory Tests												\$ 6,700.00										
Deliverables /Supplies																						
Subtotal - Expense Cost	\$ -	\$ 8,512.00	\$ 10,640.00	\$ 28,000.00	\$ -	\$ 28,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,400.00	\$ -	\$ -	\$ 1,800.00	\$ -	\$ -	\$ 75,152.00	\$ 22,400.00	\$ 1,800.00	\$ 99,352.00	
																					Total 23-32	\$ 497,896.00

EXHIBIT B - LABOR AND EXPENSE BY TASK
Grand Junction Regional Airport
Engineering Services - Runway 11/29 Relocation

Fee Estimate
 8/14/2023

Rate	Mead & Hunt								Ground				River City					Effort				
	Principal	Project Manager	Design Manager	Senior Engineer	Engineer III	Engineer I	CAD Tech	Admin Assistant	Project Engineer	Senior Project Manager	Geologist	CAD Technician	Project Lead Engineer	Professional Land Surveyor	Stormwater Tech	Field Surveyor	Admin Assistant	Mead & Hunt	Ground	River City	Total	
	274	258	240	155	129	105	109	85	140	140	190	80	160	165	93	150	45					
Total Hours	5	278	433	3,942	115	3,971	197	120	204	46	24	3,300	30	46	528	340	16					
23-33 Construction Administration - FY2023 Grading and Drainage - Schedule 6																						
Labor																						
Construction Administration	1	80	100	80		16	10	16														
Construction Management				1300		1300								20		100						
Construction Stormwater Monitoring and Permitting																						
Construction Quality Assurance Testing									76	16	8	1250										
Post Construction Services			8	16		16	40	12														
Closeout Report			5	24		52		4														
Subtotal - Labor Cost	\$ 274.00	\$ 20,640.00	\$ 27,120.00	\$ 220,100.00	\$ -	\$ 145,320.00	\$ 5,450.00	\$ 2,720.00	\$ 10,640.00	\$ 2,240.00	\$ 1,520.00	\$ 100,000.00	\$ -	\$ 3,300.00	\$ 9,300.00	\$ 15,000.00	\$ -	\$ 421,624.00	\$ 114,400.00	\$ 27,600.00	\$ 563,624.00	
Expenses																						
Trips		10	13	13		13																
Days		20	26	170		170						170				24						
Air Travel	\$ 600.00	\$ -	\$ 6,000.00	\$ 7,800.00	\$ 7,800.00	\$ 7,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Lodging	\$ 98.00	\$ -	\$ 1,960.00	\$ 2,548.00	\$ 16,660.00	\$ -	\$ 16,660.00	\$ -	\$ -	\$ -	\$ -	\$ 16,660.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Meals	\$ 59.00	\$ -	\$ 1,180.00	\$ 1,534.00	\$ 10,030.00	\$ -	\$ 10,030.00	\$ -	\$ -	\$ -	\$ -	\$ 10,030.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Vehicle	\$ 75.00	\$ -	\$ 1,500.00	\$ 1,950.00	\$ 12,750.00	\$ -	\$ 12,750.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Laboratory Tests												\$ 11,400.00										
Deliverables /Supplies																						
Subtotal - Expense Cost	\$ -	\$ 10,640.00	\$ 13,832.00	\$ 47,240.00	\$ -	\$ 47,240.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,090.00	\$ -	\$ -	\$ 1,800.00	\$ -	\$ -	\$ 118,952.00	\$ 38,090.00	\$ 1,800.00	\$ 158,842.00	
																				Total 23-33		\$ 722,466.00
23-34 Permitting Support																						
Labor																						
Permitting Support		12	30		35	2	1	2					4		8		4					
Subtotal - Labor Cost	\$ -	\$ 3,096.00	\$ 7,200.00	\$ -	\$ 4,515.00	\$ 210.00	\$ 109.00	\$ 170.00	\$ -	\$ -	\$ -	\$ -	\$ 640.00	\$ -	\$ 744.00	\$ -	\$ 180.00	\$ 15,300.00	\$ -	\$ 1,564.00	\$ 16,864.00	
Expenses																						
Trips		1	1																			
Days		2	2																			
Air Travel	\$ 600.00	\$ -	\$ 600.00	\$ 600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Lodging	\$ 98.00	\$ -	\$ 196.00	\$ 196.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Meals	\$ 59.00	\$ -	\$ 118.00	\$ 118.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Vehicle	\$ 75.00	\$ -	\$ 150.00	\$ 150.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Laboratory Tests																						
Deliverables /Supplies																						
Subtotal - Expense Cost	\$ -	\$ 1,064.00	\$ 1,064.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,128.00	\$ -	\$ -	\$ 2,128.00	
																				Total 23-34		\$ 18,992.00

EXHIBIT B - RATE TABLE

Grand Junction Regional Airport

Engineering Services - Runway 11/29 Relocation

Scope of Services #14 - FY 2023 Grading and Drainage Construction Administration

Mead & Hunt	Rate	Ground	Rate	River City	Rate	Expenses	Rate
Principal	\$ 274	Project Engineer	\$ 140	Project Lead Engineer	\$ 160	Air Travel	\$ 600
Project Manager	\$ 258	Senior Project Manager	\$ 140	Professional Land Surveyor	\$ 165	Lodging	\$ 98
Design Manager	\$ 240	Geologist	\$ 190	Stormwater Tech	\$ 93	Meals	\$ 59
Senior Engineer	\$ 155	CAD Technician	\$ 80	Field Surveyor	\$ 150	Vehicle	\$ 75
Engineer III	\$ 129			Field Tech	\$ 93	Laboratory Tests	
Engineer I	\$ 105			Admin Assistant	\$ 45	Deliverables /Supplies	
CAD Tech	\$ 109						
Admin Assistant	\$ 85						

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC:	Garver Task Order 12 for FY 23 Grading and Drainage Support		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approve Garver Task Order 12 for \$436,540 to support the FY 2023 drainage and grading construction project and 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 Schedule 5, 6, and 7 drainage and grading construction project. The specific tasks to be completed include:</p> <ul style="list-style-type: none">• Program refinement and scheduling by leading the coordination with other agencies including, the FAA Airport District Office and Air Traffic Organization, the City of Grand Junction, Mead & Hunt, and GJRAA.• Schedule 5, 6, and 7 Runway Grading and Drainage Construction Coordination including attending progress meetings, auditing FAA submittal documents, and attending stakeholder meetings. <p>The scope of work was reviewed with the FAA to minimize overlap of services between Garver and Mead & Hunt and to maximize grant eligibility. Additionally, GJRAA staff worked with Crawford, Murphy, & 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, \$385,889 is estimated to be AIP eligible and will be 90% funded by AIP 79 and an anticipated 2024 AIP grant to fund schedule 6, and \$50,651 is estimated to be ineligible so it is expected to be funded by GJRAA.</p>		
REVIEWED BY:	Executive Director and Legal Counsel (Dan Reimer)		
FISCAL IMPACT:	Total Cost - \$436,540 FAA funded through AIP grant – \$347,300 GJRAA Local AIP Grant Match & Ineligible Work - \$89,240		
ATTACHMENTS:	Garver Task Order No 12		
STAFF CONTACT:	Angela Padalecki apadalecki@gairport.com Office: 970-248-8588		



EXHIBIT A (SCOPE OF SERVICES)

1. General

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 the **Program Refinement and Scheduling** and the **FY 2023 Runway Grading and Drainage Construction Coordination**.

2. Program Refinement and Scheduling

Garver will provide services related to the continuation of the development and advancement of the CIP through coordination with internal and external stakeholders, funding agencies, permitting agencies, and airport staff.

Garver will lead the facilitation of long-term coordination items with the FAA and the City of Grand Junction including FAA ADO and NAVAID Coordination, development of future grant scope limits to minimize operational impacts and maximize funding efficiency.

3. FY 2023 Runway Grading and Drainage Construction Coordination

Garver will provide services to support the FY 2023 Runway Grading and Drainage Construction including weekly progress meetings, in-person monthly progress meetings, auditing FAA submittal documents (airport-funded scope), and attending stakeholder meetings as required throughout the below anticipated timeframe.

- FY GD Sch. 5 = 180 days
- FY GD Sch. 7 = FY GD Sch. 5 + 100 days
- FY GD Sch. 6 = FY GD Sch. 5 + 7 + 170 days

Additionally, Garver will work on non-AIP eligible items at the request of the airport on an as-needed basis.

4. Project Deliverables

The following will be submitted electronically to the Client, or others as indicated, by Garver:

- Updates to Overall CIP and Schedule
- Construction Audit Review Documents (airport-funded scope)
- As needed ACIP support documents, SF 271, SF 425 forms, and FAA Reporting Documents.
- Other electronic files as requested.

5. Extra Work

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 utility relocation.
- Engineering, architectural, or other professional services beyond those listed herein.
- 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.
- Services after construction, such as warranty follow-up, operations support, and Part 139 inspection support.

Extra Work will be as directed by the Client in writing for an additional fee as agreed upon by the Client and Garver.

6. Schedule

Garver shall begin work under this Agreement within ten (10) days of a Notice to Proceed and shall complete the work in accordance with the schedule below:

<u>Phase Description</u>	<u>Calendar Days</u>
Program Refinement and Scheduling	As needed
FY 2023 Runway Grading and Drainage Coordination	As needed

Exhibit B

Grand Junction Regional Airport ACIP Program Management - Schedule 5-7 Grading & Drainage Construction

FEE SUMMARY

Long-Range Program Management	Estimated Fees
Program Refinement And Scheduling	\$ 167,280.00
Program Refinement And Scheduling - Ineligible	\$ 19,360.00
Subtotal for Long-Range Program Management	\$ 186,640.00
Schedule 5-7 Grading & Drainage Constrctuion Coordination	Estimated Fees
Schedule 5-7 Grading & Drainage Construction Coordination	\$ 218,609.00
Schedule 5-7 Grading & Drainage Construction Coordination - Ineligible	\$ 31,291.00
Subtotal for Schedule 5-7 Grading & Drainage Construction Coordination	\$ 249,900.00
TOTAL ALL SERVICES	\$ 436,540.00

Exhibit B

**Grand Junction Regional Airport
ACIP Program Management - Schedule 5-7 Grading & Drainage Construction**

Schedule 5-7 Grading & Drainage Construction Coordination

WORK TASK DESCRIPTION	E-5	E-4	E-2	E-1	AM-2
	hr	hr	hr	hr	hr
1. Project Management					
Administration and Coordination (2 hrs/week for 75 weeks)	38	10	75	10	20
Attend Weekly Progress Meetings (1 hrs/week for 75 weeks)	75		75		
Attend In-Person Monthly Progress Meetings (20 meetings)	160		160		
Audit Material Testing Reports (75 weeks)	40	20	80	20	20
Audit FAA Reports (75 weeks)	40		40	20	20
Subtotal - Project Management	353	30	430	50	60

Hours **353 30 430 50 60**

SUBTOTAL - SALARIES: **\$208,574.00**

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly	\$200.00
Postage/Freight/Courier	\$50.00
Office Supplies/Equipment	\$35.00
Travel Costs	\$9,750.00

SUBTOTAL - DIRECT NON-LABOR EXPENSES: **\$10,035.00**

SUBTOTAL: **\$218,609.00**

SUBCONSULTANTS FEE: **\$0.00**

TOTAL FEE: **\$218,609.00**

Exhibit B

**Grand Junction Regional Airport
ACIP Program Management - Schedule 5-7 Grading & Drainage Construction**

Schedule 5-7 Grading & Drainage Construction Coordination - Ineligible

WORK TASK DESCRIPTION	E-5	E-4	E-2	E-1	AM-2
	hr	hr	hr	hr	hr
1. Project Management					
Administration and Coordination (2 hrs/week for 75 weeks)	37	10	75	10	20
Attend Weekly Progress Meetings (1 hrs/week for 75 weeks)					
Attend In-Person Monthly Progress Meetings (20 meetings)					
Audit Material Testing Reports (75 weeks)					
Audit FAA Reports (75 weeks)					
Subtotal - Project Management	37	10	75	10	20

Hours **37 10 75 10 20**

SUBTOTAL - SALARIES: **\$31,291.00**

DIRECT NON-LABOR EXPENSES

Document Printing/Reproduction/Assembly	\$0.00
Postage/Freight/Courier	\$0.00
Office Supplies/Equipment	\$0.00
Travel Costs	\$0.00

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

SUBTOTAL: **\$31,291.00**

SUBCONSULTANTS FEE: **\$0.00**

TOTAL FEE: **\$31,291.00**

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC: Gensler Scope of Work to perform the design, bidding, and construction administration for the Passenger Boarding Bridge Replacement

PURPOSE: Information Guidance Decision

RECOMMENDATION: Approve Gensler Scope of Work in the amount of \$148,088 to perform design, bidding and construction administration services for the passenger boarding bridge replacement and authorize the Executive Director to sign the Scope of Work.

SUMMARY: This scope of work represents the design, bidding, and construction administration services to be performed by Gensler for the Passenger Loading Bridge Replacement project. Work includes:

- Basic Design Services: Gensler will provide apron systems PBB, structural engineering, electrical engineering, and plumbing engineering for the design of the passenger loading bridge replacement.
- Project Kickoff: Gensler will facilitate the project kick off with a site investigation and meet with stakeholders to understand the project objective, schedule, budget, and delivery process.
- Construction Documents: Gensler will provide 50% and 100% construction documents, including site plan, demo plan, floor plan, building elevations and sections, details, specifications, and structural engineering calculations.
- Construction Administration: Gensler will aid with bidding, award of contract, prepare addendums/revisions, review submittals, RFIs and Change Orders, perform site visits and document with site observations reports, and review pay applications.

This project is planned to be funded 90% by GJRAA Building Infrastructure Law (BIL) grant funding with a 10% local match from the Authority.

The GJRAA has been awarded \$4.4 million in BIL grant funding to date, with three additional annual grant awards of approximately \$2 million anticipated in 2024, 2025, and 2026, based on passenger traffic levels. GJRAA is entitled to this funding in accordance with the BIL and does not have to compete for this grant funding. The GJRAA has not yet requested any of that funding be issued in a grant in anticipation of this and future terminal projects. Staff plan to request a grant award issuance for this design work and construction expenses once it has construction bids to award.

The scope of work was reviewed by Garver as the program manager and the FAA. Additionally, GJRAA staff worked with Crawford, Murphy, & Tilly Inc. to complete an independent fee estimate (IFE) to evaluate the proposed hours and project cost from M&H for this project. The proposed fee from M&H was reasonable based on FAA

WORK AUTHORIZATION FOR ADDITIONAL SERVICES NUMBER **001R2**

Project: Grand Junction Regional Airport On-Call - Passenger Boarding Bridge Replacement.	Date: 9/5/23
Project Location: 2828 Walker Field Drive, Grand Junction, Colorado 81506	Project Number: 003.8017.001
Client: Grand Junction Regional Airport Authority (GJRAA)	File: 1WA This Page 1 of 5

Services to be performed pursuant to the Original or Master Agreement, date
 AE Professional Services Agreement GJRAA_Gensler Final_Executed, dated February 22, 2023

If there is no Original or Master Agreement referenced above Gensler's current Standard Terms and Conditions ("STC") shall apply. A copy of the STC is attached or available upon request.

Other References

Services not included (this list is not exhaustive)

Fee and Basis	<input checked="" type="checkbox"/> Lump Sum of \$ 138,088.00	<input checked="" type="checkbox"/> Plus Reimbursable Expenses (10% mark-up)
	<input type="checkbox"/> Hourly	<input type="checkbox"/> Plus Consultants which are not listed as included in fee (10% mark-up)
	<input type="checkbox"/> Hourly, not to exceed \$ _____ without prior authorization	<input type="checkbox"/> Other: _____
Date Services to Begin	<input type="checkbox"/> ____ (specify date)	
	<input checked="" type="checkbox"/> Immediately after Work Authorization approval	
Services projected to be completed no later than the following, if indicated	<input checked="" type="checkbox"/> May 2024 (specify date)	
	<input type="checkbox"/> ____ Working days after Work Authorization approval	

Services requested by:	Grand Junction Regional Airport Authority	Date of Request:	4/21/2023
Gensler Authorization by:	_____	Date Signed:	9/05/2023
	Brent Mather, Design Principal		
Client Authorization by:	_____	Date Signed:	

Authorization is confirmed for Gensler to perform the following services:

A. PROJECT

A.1 Project Description. Design services associated with the replacement of two existing Passenger Boarding Bridges (PBB). The first PBB will be a straight replacement for Gate 4, and the second PBB location will be new and relocated from Gate 3 to 2 (demolish existing stair and ramp to accommodate new PBB). The old PBB location, Gate 3, to include a new stair and ADA ramp constructed to provide apron ground loading access and to meet all applicable codes.

Gensler will lead and manage the development of 100% Construction Documents, as specified in this Scope of Services. The project design team will be comprised of the Consultant, its sub-consultants, Airport Leadership, and other consultants working for the Airport. All scope elements will be accomplished in accordance with current Federal regulations, policy guidance and Advisory Circulars. Project scope includes: Site Investigation, Construction Documents, and Construction Administration.

A.2 Project Budget. Current project budget has not been determined/provided by the Client. Client, Gensler and Gensler's Consultants will review Client's budget goals for the Project (the "Project Budget") at the commencement of design. The Project Budget will include appropriate amounts for design and construction contingencies, consistent with the nature of the Project, and will be informed by the scope of work identified in this agreement.

A.3 Project Schedule. The Project Schedule ("Schedule") is set forth below. The parties will monitor the Project for conformance with the Schedule. If Client directs Gensler to provide Additional Services requiring additional time or the Project is not proceeding in accordance with the Schedule due to factors beyond Gensler's reasonable control, Gensler and Client will adjust the Schedule as appropriate, consistent with Section B.3, Optional/Additional Services. The Schedule will consist of the following projected milestones:

a) Commencement of Basic Services <i>*after notice to proceed</i>	Week of September 18th, 2023
b) Project Kickoff/Site Investigation	September 25, 2023
c) Construction Documents (50%)	October 2, 2023
d) Client Review	October 13, 2023
e) GJRA Authority Board Meeting/Review	October 17, 2023
f) Construction Documents (90%)	October 30, 2023
g) Client Review	November 10, 2023
h) GJRA Authority Board Meeting/Review	November 21, 2023
i) Bid and Permit	TBD
j) Construction Administration	TBD

B. SCOPE OF SERVICES PROVIDED BY GENSLER

Client and Gensler will each provide the names of their key Project team members, including the primary contact person and the person authorized to make decisions.

B.1 Gensler's Basic Services. Gensler's Basic Services include design services. Gensler will engage the following consultants:

- a) Apron Systems, PBB
- b) Structural Engineering
- c) Electrical Engineering
- d) Plumbing Engineering

**Note: Mechanical Engineering not included, as it assumed that air handling units to be part of the PBB equipment being purchased and installed and coordinated by the General Contractor.*

Gensler will provide backgrounds of Gensler's drawings to Client's consultants, as required, showing the locations of architectural design elements that will inform the engineering systems. It is assumed that the Project will not seek or require LEED certification and services associated with certification are therefore excluded.

B.1.1 Project Kickoff/Site Investigation. Upon Client's authorization to proceed, key representatives of Client and Gensler, as well as the appropriate consultants, will meet to kick off the Project. The purpose of the meeting is to establish the parties' mutual understanding of the Project objectives, schedule, budget, and delivery process. The agenda may include the following:

- a) Introduction of key team members, including each party's primary contact and the person authorized to make decisions
- b) Discussion of Project performance targets
- c) Discussion of Schedule milestones, including project process and durations for Client's review and approval
- d) Discussion of the process for establishing the Project Budget and developing check estimates at key design milestones
- e) Review and discussion of existing site conditions
- f) Discussion of communication protocols
- g) Identification of key personnel and protocols for invoicing and payment

Deliverables:

- *Summarize findings regarding the existing conditions in a narrative/field report format, prior to proceeding with design.*

Meetings:

- *On-site investigation with client and design team*

B.1.2 Construction Documents (100%). At the completion of the 100% Construction Documents phase Gensler will deliver:

- a) Site plan
- b) Demo plan(s)
- c) Floor plan(s)
- d) Building elevation(s) and section(s), as required
- e) Details
- f) Specifications
- g) Structural Engineering Calculations

Deliverables:

- *Submittal of 50% Construction Documents.*
- *Submittal of 100% Construction Documents. Full set of drawings and specifications as required by the AHJ to be Issued for Permit and Construction (signed/stamped). Bidding services included.*

Meetings:

- *Bi-weekly Virtual Design Coordination Meetings, up to 3 meetings*
- *Virtual presentation of the 50% Construction Documents to Airport Leadership.*
- *Virtual (or in person) presentation of the 100% Construction Documents to Airport Leadership.*

B.1.3 Construction Administration. Assist in interpretation of the design intent as follows:

- a) Review bids and make recommendations on award of contract
- b) Preparation of addendums / revisions, as required
- c) Review all submittals, RFI, Substitution Requests and Change Orders, as required.
- d) Preparation of site observation reports, following each site visit, through the duration of the construction schedule
- e) Review Pay Applications, as required

Meetings:

- *Virtual OAC construction meetings, as required*
- *Perform 1 on-site Field Observation per discipline, as required*

B.2 CAD Format and Standards. Gensler and its consultants will use Revit and CAD Standards.

B.3 Optional/Additional Services. Gensler will provide services beyond the Basic Services described in Section B.1 ("Additional Services") if requested by Client and confirmed in writing by Gensler. Additional Services include, but are not limited to:

- a) Value engineering
- b) Models or professional renderings, beyond those generated through the design process
- c) Client-requested revisions that are inconsistent with prior approvals or instructions
- d) Increase in duration of services
- e) Additional site visits beyond the two visits included in Basic Services (Site Investigation and Field Observation)
- f) Demobilization and remobilization of Project team due to Project suspension or delay for reasons beyond Gensler's control
- g) Design services associated with LEED or other certification

C. SCOPE OF SERVICES PROVIDED BY CLIENT

C.1 Services Provided By Client or Others. The following services may be required on the Project and shall be provided by Client, Client's consultants, or others:

- a) Consulting services, including civil, geotechnical, hazardous materials testing or abatement, survey, technology design, commissioning
- b) Geotechnical investigations
- c) Topographical and boundary surveys
- d) Environmental Assessment
- e) Design-build services

C.2 Information Provided By Client or Others. The following information may be required on the Project and shall be provided by Client, Client's consultants, or others:

- a) Legal description of the property; the name/address of the property owner; and the name/address of any construction lender(s).
- b) Existing or Base Building information, including drawings, specifications, and other documents that describe the existing utility services, site conditions, build out and base building construction, and any systems with which the Project is to be coordinated.
- c) Structural, mechanical, chemical, air, and water pollution and hazardous materials tests, and other laboratory and environmental tests, inspections, and reports required by law or by authorities having jurisdiction over the Project, or reasonably requested by Gensler.

D. COMPENSATION

Compensation to Gensler for Basic Services, Additional Services, and Reimbursable Expenses will be as described below. When Gensler's compensation is based on hourly rates, the rates will be those set forth in Gensler's Standard Hourly Billing Rates.

D.1 Basic Services. Compensation for Basic Services will be the lump sum fee, not to exceed, in the amount of one hundred thirty-eight thousand and hundred eighty-eight dollars (\$138,088). Note that lump sum fee does not include Reimbursable Expenses, see D.3.

D.2 Additional Services. Compensation for Additional Services (if not agreed upon as a lump sum amount) will be based on Gensler's Standard Hourly Billing Rates.

D.3 Reimbursable Expenses. Reimbursable Expenses are in addition to the lump sum fee for Basic Services and Additional Services and include expenses incurred by Gensler and Gensler's consultants in the interest of the Project, including, but not limited to the following:

- a) Reproduction, shipping, handling, and delivery.
- b) Mileage, tolls, cab fares, and parking.
- c) Renderings, models, mock-ups, and photography.
- d) Sales taxes and other transactional taxes, and fees paid for securing approval of authorities having jurisdiction over the Project.
- e) Authorized out-of-town travel, including travel time and reasonable living expenses.
- f) Additional insurance coverage or limits requested by Client in excess of that normally provided by Gensler and Gensler's consultants.

Compensation for Reimbursable Expenses incurred by Gensler in connection with the Project will be based on amounts invoiced to Gensler, plus ten percent (10%). Reimbursable expenses are not anticipated to exceed the amount of ten thousand dollars (\$10,000).

D.4 Consultants. If Client has directed Gensler to engage consultants in Section B.1, compensation for such consultants will be based on amounts invoiced to Gensler, plus ten percent (10%), to compensate Gensler for costs commonly incurred relating to consultant liability, management of consultants' services, and administration of consultants' contracts.

D.5 Progress Payments. Progress payments will be made monthly. Where Gensler's fee is based on a lump sum, progress payments for Basic Services will be based on the percentage of services provided during the previous month.

D.6 Compensation

Gensler	\$	33,500
BNP Associates	\$	64,220
PK Electrical	\$	18,860
Martin/Martin	\$	7,000
ME Engineers	\$	5,000
10% Consultant Markup	\$	9,508
Total Lump Sum Fee	\$	138,088
Reimbursables	\$	10,000
Max. Total	\$	148,088

E. AGREEMENT AND ACCEPTANCE

E.1 Agreement. This Agreement is comprised of and incorporates the following documents, in order of precedence:

- a) AE Professional Services Agreement GJRAA_Gensler Final_Executed (February 22, 2023)
- b) This Work Authorization (dated September 5th, 2023)
- c) Standard Terms and Conditions (dated February 2021)

Where a portion of one document is amended by another of higher precedence, all unmodified portions will remain in effect. The terms and conditions of this Work Authorization, the STC, and Prime Agreement are integral parts of this Agreement and are fully incorporated herein by this reference. No conflicting or supplemental pre-printed provisions on Client forms (including, without limitation, terms on purchase orders) will be binding on the parties.

E.2 Effective Date. The effective date of this Agreement is September 5th, 2023.

STANDARD TERMS AND CONDITIONS OF THE AGREEMENT BETWEEN CLIENT AND GENSLER (“STC”)

Article 1 – Definitions and General Provisions

1.1 Parties. The terms “Client” and “Gensler” include each party’s authorized representatives.

1.2 Days or Time. Time periods refer to calendar days, unless otherwise stated.

1.3 Services. “Services” means the professional services to be performed by Gensler, one or more of its affiliated entities and its consultants.

1.4. Project. “Project” means the project for which Client has retained Gensler.

1.5. Work. “Work” means the construction of the Project elements designed or specified by Gensler.

1.6 Contractor. “Contractor” means the contractor engaged by Client to perform the Work.

1.7 Project Budget. The “Project Budget” is the Client’s budget for the Work. It is anticipated that the Client will include usual and customary allowances for design and construction contingencies in addition to the cost of the Work. Gensler cannot and does not warrant or represent that bids or negotiated prices will not vary from the Project Budget or from any cost estimate reviewed by Gensler.

Article 2 – Gensler’s Services

2.1 Standard of Care. Gensler will perform the Services with the reasonable skill and care ordinarily provided by professionals practicing in the same discipline and locality under similar circumstances (“Standard of Care”). Gensler will perform the Services as expeditiously as is consistent with the Standard of Care and the orderly progress of the Project. Gensler will not be responsible for any delays due to factors beyond its reasonable control.

2.2 Limitation of Construction Responsibilities. Gensler will not have control over, or charge of, and will not be responsible for, construction means, methods, schedules, delays, or safety precautions and programs in connection with the Work, or Contractor’s negligence or failure to perform the Work in accordance with the Construction Documents or any portion of the agreement between Client and Contractor.

Article 3 – Client’s Responsibilities

3.1 Information. Client will provide full information regarding the requirements for the Project.

3.2 Client’s Services and Information. Gensler will be entitled to rely upon the accuracy and completeness of the services, information, surveys, and reports provided by Client, Contractor, or any of their subcontractors or consultants. Gensler’s coordination of the Services with the services of Client’s consultants will be limited to that necessary for consistency of the Documents (as defined in section 4.1 below) with those of such consultants.

Article 4 – Use of Gensler’s Documents and Data

4.1 The drawings, specifications, surveys, reports, and other documents (collectively “Documents”) and any computer tapes, disks, models, CAD files, research, analytics, processes, algorithms or other data, in any medium (collectively “Digital Media”) prepared by Gensler are instruments of service and/or otherwise protected by U.S. copyrights laws, and will remain Gensler’s property. Gensler grants Client a nonexclusive license to use the Documents and Digital Media, delivered or intended as deliverables, solely and exclusively in connection with Client’s use and occupancy of the Project, provided that Client substantially performs its contract obligations, including prompt payment of all sums when due.

4.2 Client agrees to indemnify and hold Gensler harmless from and against any and all claims, liabilities, suits, demands, losses, damages, costs, and expenses (including reasonable legal fees and costs of defense), accruing or resulting to any persons, firms, or other legal entities, on account of any damages or losses to property or persons, including death or economic loss, arising out of the unlicensed use, or the transfer or modification of, the Documents and/or Digital Media.

Article 5 – Claims and Disputes

5.1 Mediation. The parties agree to mediate any dispute or claim, under the Construction Industry Mediation Procedures of the American Arbitration Association, prior to undertaking arbitration per Section 5.2. The cost of the mediation service will be borne equally by the parties.

5.2 Arbitration. In the event the parties are not able to resolve a dispute by mediation, the parties agree to submit the matter to confidential arbitration, in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association in force at the time the claim is submitted to arbitration. The arbitration will be held in or near the city of Gensler’s office providing the Services. The award rendered by the arbitrator(s) will be

final, and judgment on the award may be entered in any court having jurisdiction.

5.3 Mutual Indemnification. Gensler agrees to indemnify Client from and against those damages that Client incurs, as a result of a third-party claim concerning the death or bodily injury to any person or the destruction or damage to any property, to the proportionate extent caused by the negligent act, error, or omission of Gensler or anyone for whom Gensler is legally liable. Client agrees to indemnify Gensler from and against those damages that Gensler incurs, as a result of a third-party claim concerning the death or bodily injury to any person or the destruction or damage to any property, to the proportionate extent caused by the negligent act, error, or omission of Client or anyone for whom Client is legally liable.

5.4 Limitation of Liability. Except for the indemnification obligations under Section 5.3, Client agrees that Gensler's total liability arising out of or related to the Project or this Agreement will not exceed the total compensation received by Gensler pursuant to this Agreement.

5.5 Mutual Waiver of Consequential Damages. Gensler and the Client hereby waive special, exemplary or consequential damages for claims or disputes arising out of or relating to this Agreement. The parties agree that this mutual waiver includes, but is not limited to, waiver of damages incurred by either party for loss of income, lost profit, financing costs, loss of business, or damage to reputation.

5.6 Governing Law. This Agreement will be governed by the law of the jurisdiction where the Project is located.

Article 6 – Termination and Suspension

6.1 Termination or Suspension by Either Party. This Agreement may be terminated or suspended by either party upon not less than seven days written notice should the other party fail substantially to perform in accordance with this Agreement, through no fault of the party initiating the termination or suspension, and such nonperformance is not remedied within the notice period.

6.2 Termination or Suspension by Gensler. Client's failure to make payments to Gensler in accordance with this Agreement, or the Client's violation of its obligations under section 8.6 of this Agreement, will constitute substantial nonperformance and cause for termination or, at Gensler's option, cause for suspension of performance of Services under this Agreement, and Gensler shall not be responsible for any claims or damages arising out of or related thereto.

6.3 Termination for Convenience. Client may terminate this Agreement for its convenience upon not less than seven days written notice to Gensler.

6.4 Compensation upon Termination. In the event of termination, Gensler will be compensated for Services performed prior to termination, together with reimbursable expenses then due.

Article 7 – Payments to Gensler

7.1 Progress Payments. Gensler will submit monthly invoices for Services performed and expenses incurred during the previous month, exclusive of any non-US withholding or value-added taxes. Payment will be due in US Dollars and payable upon receipt of Gensler's invoices. Client will notify Gensler of any disputes or questions regarding an invoice within 15 days of Client's receipt of the invoice in question. Client may withhold payment of any portion of an invoice only to the proportionate extent the invoice is compensation for any Services Gensler has provided in breach of this Agreement. Amounts unpaid 30 days after the issue date of Gensler's invoice will be assessed a service charge of 1.5% per month.

7.2 Hourly Rates. Where Services are to be compensated on an hourly basis, compensation will be based on the hourly rates set forth in Gensler's and Gensler's consultants' standard rate schedules.

7.3 Project Changes. Gensler's fee for Basic Services is based upon (among other things) the budget, schedule, and the scope of services. Gensler's compensation will be equitably adjusted if the Project's scope, schedule, or budget, or Client information, approvals, or instructions, are changed due to factors beyond Gensler's reasonable control. If portions of the Project do not proceed, compensation for those portions will be payable to the extent Services are performed on those portions.

7.4 Sales Tax. Gensler's compensation is exclusive of any applicable sales tax. If Gensler is required by applicable law to charge Client sales tax, the sales tax will be itemized on each invoice and will be due and payable to Gensler by Client upon receipt, unless the Client provides valid sales tax exemption documentation to Gensler issued by the relevant tax authority.

Article 8 – Miscellaneous Provisions

8.1 Assignment and Third Parties. Neither party will assign this Agreement, any right arising out of it, or the performance of obligations hereunder, without the written consent of the other. Nothing contained in this Agreement will create a contractual relationship with, or a cause of action in favor of, any third party.

8.2 Credits. Gensler may create and use representations of the Project's design (including photographs, videos, or other media) in Gensler's business and marketing activities, such as in marketing materials and competitive

submissions. Unless otherwise directed by Gensler, Client will provide professional credit for Gensler in Client's promotional materials (except for materials used to solicit funding) for the Project.

8.3 Latent Conditions. In the event the Project includes any remodeling, alteration, or rehabilitation work, Client acknowledges that certain design and technical decisions will be made on assumptions based on available documents and visual observations of existing conditions.

8.4 Area Analysis. Unless this Section 8.4 is explicitly superseded by further agreed terms and conditions in the Letter of Agreement or applicable Work Authorization, area measurements and calculations provided by Gensler ("Measurements") are for use in designing and constructing the Project only. Measurements will not be used for any other purpose, including negotiating or determining rent, asset values, or legal obligations. Client will indemnify Gensler from third-party liabilities arising from unauthorized use of Measurements. Upon Client's request, and subject to further agreed terms and conditions, Gensler will provide Measurements suitable for purposes other than designing and constructing the Project as an Additional Service.

8.5 Hazardous Materials. Client acknowledges that Gensler has no expertise in, and is not being retained for the purposes of, investigating, detecting, abating, replacing, remediating, or removing any items, products, or materials containing hazardous substances.

8.6 Ethics. Client and Gensler acknowledge their responsibilities and commitment to abide by their respective ethical guidelines, to require that their employees, agents, consultants or contractors conduct themselves professionally and respectfully, and to comply with both domestic and international anti-slavery and anti-corruption laws, including but not limited to the United States Foreign Corrupt Practices Act, the United Kingdom Bribery Act and the Modern Slavery Act, and any amendments and related regulations. Either party may terminate this Agreement at any stage of the Project, if it reasonably believes that the other party has failed to comply with the provisions of this section, including any non-compliance prior to the effective date of this Agreement. A party exercising its right to terminate under this provision will not be liable for any claims or damages arising out of or related to the termination.

8.7 Confidentiality and Data Privacy. The terms and conditions of this Agreement, non-public information designated by either party as confidential, and proprietary information that is not known to the public respecting the business of either party will be considered "Confidential Information." Neither party will reveal Confidential Information to third parties, except to the extent necessary for the purpose of this Agreement or as required by

law. Client will not provide Gensler information that is defined as personal information ("Personal Data") under applicable data privacy or protection laws ("Data Protection Laws") without written authorization from Gensler's legal counsel. Upon such authorization, Client will (a) enter into a data processing agreement with Gensler (if applicable), (b) notify and instruct Gensler with respect to the handling of such Personal Data consistent with Data Protection Laws, and (c) comply with such laws in connection with the collection, storage, and processing of Personal Data.

8.8 Entire Agreement, Waiver, and Severability. This Agreement is the entire, integrated agreement between Client and Gensler. This Agreement supersedes all prior related negotiations, representations, or agreements and Client and Gensler are not relying on any such matter. No failure to act by either Party hereto will be deemed to constitute a waiver of such Party's rights or remedies hereunder. If any part of this agreement is declared unenforceable or invalid, the remainder will continue to be valid and enforceable.

- End of Document -

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC: United Change Order No. 1 for C1A

PURPOSE: Information Guidance Decision

RECOMMENDATION: Approve Change Order No. 1 on the Runway 4-22 project to United Companies in the total amount of \$329,625 to add additional pavement rehabilitation work on Taxilane C1A and authorize the Executive Director to sign the Change Order.

SUMMARY: This project originally included the mill and overlay of Runway 4-22 and upgrading the lighting system. This change order will add the mill and overlay of much of C1A and a small section of full-depth asphalt reconstruction on adjacent pavement to the project. This change order allows us to take advantage of the economy of scale unit prices received on the larger RW 4-22 project and apply them to this smaller C1A project.

This change order will add \$329,625 to the contract amount. The cost of the change order will be 100% funded by the Airport. The pavement in this work area is not eligible for FAA funding, and no CDOT funding was available for this work. This work was anticipated when the GJRAA applied for a \$3.7M State Infrastructure Bank (SIB) in 2022. The loan was approved in March 2023 loan was Proceeds from the State Infrastructure Bank (SIB) loan issued in March 2023 and will be used to fund this work.

REVIEWED BY: Executive Director and CIP Manager

FISCAL IMPACT: **Total Additional Cost - \$329,625**

FAA funded - \$0
CDOT funded - \$0
GJRAA funded (via SIB Loan) - \$329,625

ATTACHMENTS: United C1A Change Order #1

STAFF CONTACT: Angela Padalecki
apadalecki@gjairport.com
Office: 970-248-8588



744 Horizon Court
Suite 140
Grand Junction, CO 81506

www.GarverUSA.com

Construction Contract Change Order

Project: Airfield Pavement Rehabilitation and Parking Lot Construction Grand Junction Regional Airport Garver Job No. 23A25303	Change Order No. 1 Date Prepared: September 11, 2023 Prepared by: Jake Hoban
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Owner: Grand Junction Regional Airport Authority 2828 Walker Field Drive Grand Junction, CO 81506	Contractor: United Companies 2273 River Road Grand Junction, CO 81505
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Description of Work Included in Contract
 Pavement and lighting rehabilitation for Runway 4-22 and taxiway connectors; expansion of the terminal parking lot, and construction of a new employee parking lot.

Changes and Reasons Ordered (List Individual Changes as: A, B, C, D, etc.)

A. The majority of Taxilane C1A is experiencing thermal cracking and weathering, and is in need of rehabilitation. We are proposing a 3-inch mill and overlay for the taxilane, approximate dimensions being 1,475' x 35'. We have also included to areas of apron repair that are adjacent to the taxilane; an 60 SY area on the flight school hangar's apron, and a 540 SY area on the airport's hangar apron. Rehabilitation method will be to remove asphalt, base, and subgrade material to a depth of nine inches, recompact the subgrade, and replace with nine inches of asphalt.

Attachments: EXB-01

Contract Changes	Bid Item No.	Bid Item Description	Unit of Measure	Original Contract Quantity	Contract Unit Price	Revised Estimated Quantity	Revised Unit Price	Original Estimated Cost	Revised Estimated Cost
A.	P-101-5.6a	3" Cold Milling	SY	55,400	\$4.00	61,360	\$4.00	\$221,600.00	\$245,440.00
A.	P-620-5.2a	Reflective Pavement Markings	SF	68,000	\$0.90	70,250	\$0.90	\$61,200.00	\$63,225.00
A.	CO1.1a	Taxilane C1A Mobilization	LS	0	\$0.00	1	\$27,000.00	\$0.00	\$27,000.00
A.	CO1.1b	9" Asphalt Pavement Section Removal	SY	0	\$0.00	600	\$14.60	\$0.00	\$8,760.00
A.	CO1.1c	6" Hot Mix Asphalt (Grading SX)(Surface)(PG 70-28)	TON	0	\$0.00	200	\$200.00	\$0.00	\$40,000.00
A.	CO1.1d	3" Hot Mix Asphalt (Grading SX)(Overlay)(PG 70-28)	TON	0	\$0.00	1,140	\$200.00	\$0.00	\$228,000.00
Summation of Cost								\$282,800.00	\$612,425.00
Net Cost for this Change Order									\$329,625.00

Estimated Project Cost	Time Change
Estimated Project Cost	Original Contract Start Date
Original Contract Amount	June 13, 2023
\$7,137,281.50	Original Contract Time (calendar days)
This Change Order	120
\$329,625.00	Additional Calendar Days granted by this Change Order
New Contract Amount	3
\$7,466,906.50	New Contract Time (calendar days)
	123
	Suspended Time
	12
	New Construction Completion Date
	October 26, 2023

THIS AGREEMENT IS SUBJECT TO ALL ORIGINAL CONTRACT PROVISIONS AND PREVIOUS CHANGE ORDERS

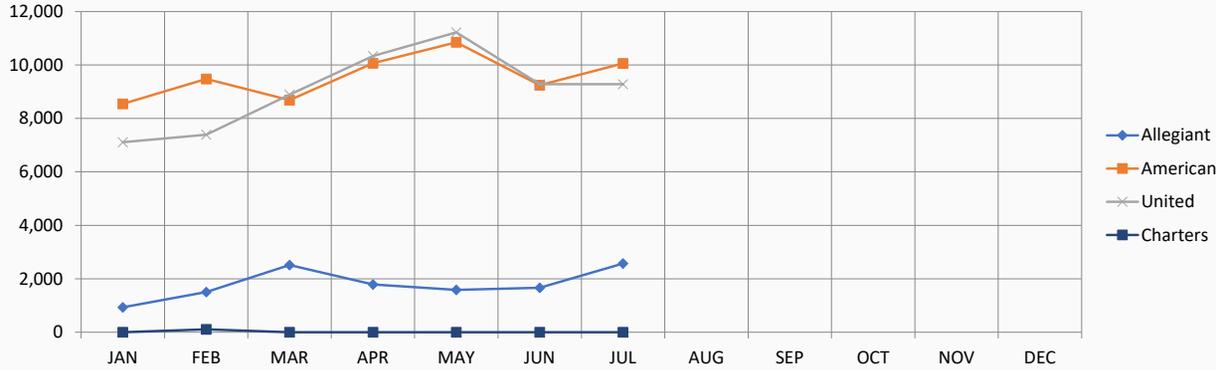
ISSUED FOR REASONS INDICATED ABOVE			
Engineer: Garver			
	_____	_____	_____
	Engineer's Signature	Title	Date
ACCEPTED BY CONTRACTOR			
	_____	_____	_____
	Contractor's Signature	Title	Date
APPROVED BY OWNER			
	_____	_____	_____
	Owner's Signature	Title	Date



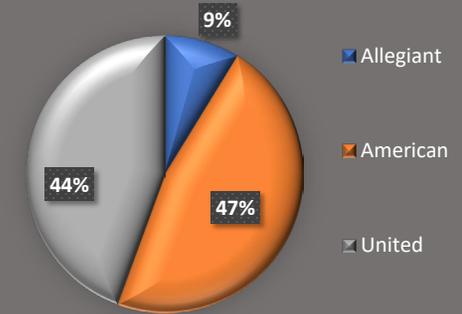
GRAND JUNCTION REGIONAL AIRPORT

July **2023**
DATA & STATISTICS

Total Passenger Enplanements



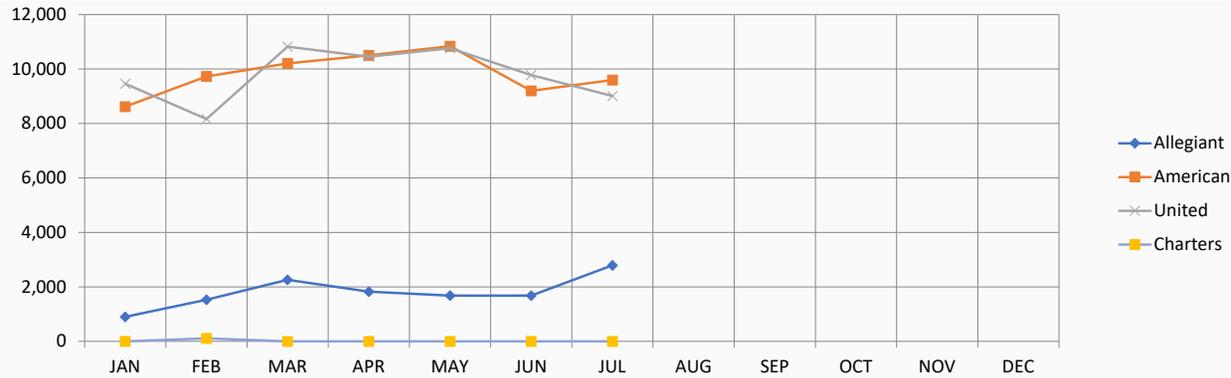
2023 YTD Market Share



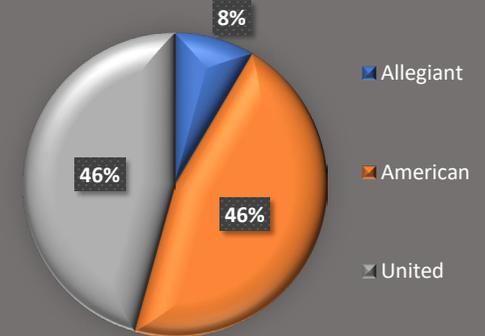
2023	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Delta (SLC)	Frontier (DEN)	United (DEN)	Charters	Total	Annual Inc/Dec
JAN	932	8,545	0	0	7,110	0	16,587	↑ 13.0%
FEB	1,507	9,479	0	0	7,394	108	18,488	↑ 22.8%
MAR	2,512	8,687	0	0	8,886	0	20,085	↑ 10.6%
APR	1,790	10,063	0	0	10,339	0	22,192	↑ 15.3%
MAY	1,587	10,848	0	0	11,221	0	23,656	↑ 16.4%
JUN	1,663	9,246	0	0	9,285	0	20,194	↑ 4.4%
JUL	2,571	10,062	0	0	9,280	0	21,913	↑ 6.4%
AUG							0	
SEP							0	
OCT							0	
NOV							0	
DEC							0	
TOTAL	12,562	66,930	-	-	63,515	108	143,115	
Market Share	8.78%	46.77%	0.00%	0.00%	44.38%	0.08%	100.00%	

2022	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Delta (SLC)	Frontier (DEN)	United (DEN)	Charters	Total
JAN	2,180	7,420	975	88	4,013	0	14,676
FEB	2,220	7,199	0	0	5,637	0	15,056
MAR	2,327	7,540	0	0	8,108	177	18,152
APR	1,240	9,790	0	131	8,083	0	19,244
MAY	1,142	9,582	0	435	9,064	94	20,317
JUN	1,764	9,237	0	369	7,980	0	19,350
JUL	2,710	9,019	0	560	8,302	0	20,591
AUG	1,764	9,669	0	246	8,421	0	20,100
SEP	1,185	10,932	0	0	9,860	0	21,977
OCT	1,206	11,578	0	0	10,743	0	23,527
NOV	1,039	10,744	0	0	7,483	0	19,266
DEC	1,034	8,335	0	0	7,157	0	16,526
TOTAL	19,811	111,045	975	1,829	94,851	271	228,782
Market Share	8.66%	48.54%	0.43%	0.80%	41.46%	0.12%	100.00%

Total Passenger Deplanements



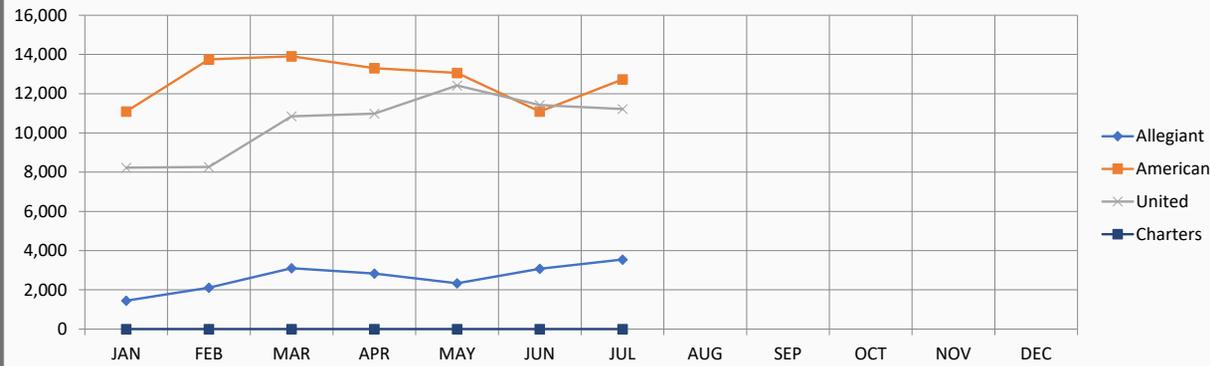
2023 YTD Market Share



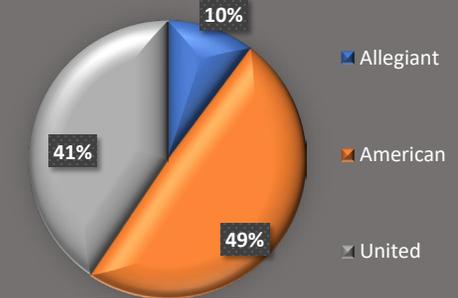
2023	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Delta (SLC)	Frontier (DEN)	United (DEN)	Charters	Total	Annual Inc/Dec
JAN	900	8,617	131	0	9,461	0	19,109	↑ 25.4%
FEB	1,529	9,723	0	0	8,164	110	19,526	↑ 10.8%
MAR	2,259	10,202	202	0	10,820	0	23,483	↑ 23.1%
APR	1,827	10,498	54	0	10,453	0	22,832	↑ 20.5%
MAY	1,683	10,837	0	0	10,761	0	23,281	↑ 15.9%
JUN	1,683	9,194	2	0	9,776	0	20,655	↑ 7.9%
JUL	2,792	9,595	0	0	9,006	0	21,393	↑ 6.9%
AUG							0	
SEP							0	
OCT							0	
NOV							0	
DEC							0	
TOTAL	12,673	68,666	389	-	68,441	110	150,279	
Market Share	8.43%	45.69%	0.26%	0.00%	45.54%	0.07%	100.00%	

2022	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Delta (SLC)	Frontier (DEN)	United (DEN)	Charters	Total
JAN	2,141	7,474	874	69	4,682	0	15,240
FEB	2,066	7,829	147	0	7,404	181	17,627
MAR	2,135	7,527	81	0	9,341	0	19,084
APR	1,270	9,715	0	133	7,823	0	18,941
MAY	1,154	9,654	0	423	8,790	67	20,088
JUN	1,727	8,858	0	407	8,145	0	19,137
JUL	2,633	8,617	0	624	8,136	0	20,010
AUG	1,763	9,173	0	242	8,414	0	19,592
SEP	1,083	10,525	0	0	10,147	0	21,755
OCT	1,165	10,457	0	0	10,702	0	22,324
NOV	1,071	10,341	0	0	7,724	0	19,136
DEC	989	9,205	0	0	8,132	0	18,326
TOTAL	19,197	109,375	1,102	1,898	99,440	248	231,260
Market Share	8.30%	47.30%	0.48%	0.82%	43.00%	0.11%	100.00%

Scheduled Capacity



2023 YTD Market Share



2023	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Delta (SLC)	Frontier (DEN)	United (DEN)	Charters	Total	Annual Inc/Dec
JAN	1,446	11,096	0	0	8,230	0	20,772	↑ 1.9%
FEB	2,112	13,749	0	0	8,262	0	24,123	↑ 29.1%
MAR	3,102	13,908	0	0	10,846	0	27,856	↑ 34.6%
APR	2,826	13,300	0	0	10,980	0	27,106	↑ 22.5%
MAY	2,334	13,057	0	0	12,418	0	27,809	↑ 16.4%
JUN	3,078	11,091	0	0	11,424	0	25,593	↑ 14.9%
JUL	3,546	12,727	0	0	11,214	0	27,487	↑ 11.0%
AUG							0	
SEP							0	
OCT							0	
NOV							0	
DEC							0	
TOTAL	18,444	88,928	-	-	73,374	-	180,746	
Market Share	10.20%	49.20%	0.00%	-	40.60%	0.00%	100.00%	

2022	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Delta (SLC)	Frontier (DEN)	United (DEN)	Charters	Total
JAN	4,599	9,896	1,300	180	4,416	0	20,391
FEB	3,246	8,848	0	0	6,592	0	18,686
MAR	2,862	8,044	0	0	9,598	186	20,690
APR	1,779	10,999	0	558	8,790	0	22,126
MAY	1,434	10,571	0	1,488	10,206	186	23,885
JUN	2,202	10,468	0	1,116	8,490	0	22,276
JUL	3,078	10,693	0	1,488	9,498	0	24,757
AUG	2,274	11,980	0	558	10,158	0	24,970
SEP	1,425	12,677	0	0	12,676	0	26,778
OCT	1,545	12,762	0	0	11,562	0	25,869
NOV	1,362	13,717	0	0	10,266	0	25,345
DEC	1,494	12,587	0	0	10,770	0	24,851
TOTAL	27,300	133,242	1,300	5,388	113,022	372	280,624
Market Share	9.73%	47.48%	0.46%		40.28%	0.13%	98.08%

Load Factor

*Includes Scheduled Flights ONLY



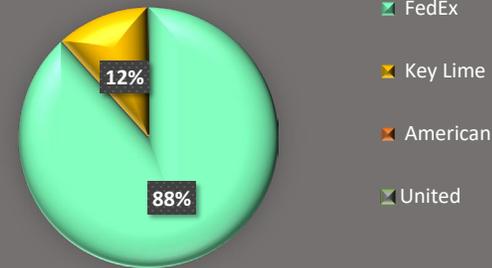
2023	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Delta (SLC)	Frontier (DEN)	United (DEN)	Total	Annual Inc/Dec
JAN	64%	77%	0%	0%	86%	80%	↑ 8%
FEB	71%	69%	0%	0%	89%	76%	↓ -4%
MAR	81%	62%	0%	0%	82%	72%	↓ -16%
APR	63%	76%	0%	0%	91%	81%	↓ -6%
MAY	68%	83%	0%	0%	90%	85%	↓ 0%
JUN	54%	83%	0%	0%	81%	79%	↓ -8%
JUL	73%	79%	0%	0%	83%	80%	↓ -3%
AUG							
SEP							
OCT							
NOV							
DEC							
TOTAL	68%	75%	0%	0%	86%	79%	

2022	Allegiant (SNA, AZA, LAS)	American (DFW, PHX, LAX)	Delta (SLC)	Frontier (DEN)	United (DEN)	Total
JAN	47%	79%	75%	49%	91%	72%
FEB	68%	81%	0%	0%	85%	81%
MAR	81%	88%	0%	0%	84%	88%
APR	70%	89%	0%	23%	92%	87%
MAY	80%	91%	0%	29%	89%	85%
JUN	80%	87%	0%	33%	84%	87%
JUL	88%	84%	0%	38%	87%	83%
AUG	78%	79%	0%	44%	83%	80%
SEP	83%	86%	0%	0%	86%	82%
OCT	78%	91%	0%	0%	93%	91%
NOV	76%	78%	0%	0%	86%	76%
DEC	69%	66%	0%	0%	83%	67%
TOTAL	73%	83%	73%	83%	84%	82%

2023 Enplaned and Deplaned Airfreight - Lbs

2023 Market Share

2023 YTD	
Enplaned Freight	1,931,782
Deplaned Freight	3,298,348
2022 YTD	
Enplaned Freight	1,996,455
Deplaned Freight	3,536,457



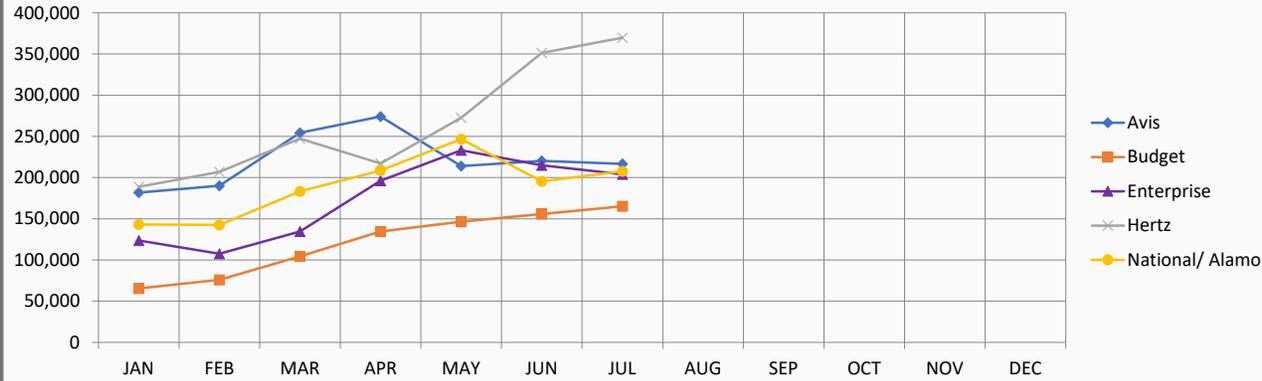
Enplaned	FedEx	Key Lime	American	United	Total	YTD Total	Annual Inc/Dec
JAN	250,575	25,894	-	55	276,524	276,524	↓ -9.1%
FEB	220,287	16,565	84	14	236,950	513,474	↓ -16.6%
MAR	298,243	26,558	-	-	324,801	838,275	↓ -1.0%
APR	257,621	17,332	147	-	275,100	1,113,375	↑ 3.1%
MAY	245,734	16,272	253	3	262,262	1,375,637	↑ 10.9%
JUN	274,182	14,195	84	43	288,504	1,664,141	↑ 1.2%
JUL	249,316	18,325	-	-	267,641	1,931,782	↓ -8.2%
AUG					-		
SEP					-		
OCT					-		
NOV					-		
DEC					-		
TOTAL	1,795,958	135,141	568	115	1,931,782	1,931,782	
Market Share	92.97%	7.00%	0.03%	0.01%	100.00%		

Deplaned	FedEx	Key Lime	American	United	Total	YTD Total	Month over Month Inc/Dec
JAN	380,660	64,871	2,732	105	448,368	448,368	↑ 27.2%
FEB	362,156	67,111	927	119	430,313	878,681	↓ -7.2%
MAR	435,946	80,510	1,568	135	518,159	1,396,840	↓ -21.7%
APR	343,904	69,893	442	149	414,388	1,811,228	↓ -12.7%
MAY	377,914	62,714	338	455	441,421	2,252,649	↓ -3.3%
JUN	469,445	61,150	1,825	302	532,722	2,785,371	↓ -10.4%
JUL	452,206	60,345	248	178	512,977	3,298,348	↓ -3.6%
AUG					-		
SEP					-		
OCT					-		
NOV					-		
DEC					-		
TOTAL	2,822,231	466,594	8,080	1,443	3,298,348	3,298,348	
Market Share	85.56%	14.15%	0.24%	0.04%	100.00%		

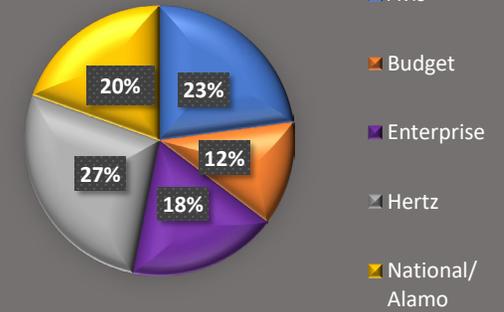
2023 Aircraft Operations

2023	Itinerant					LOCAL			TOTAL
	Air Carrier	Air Taxi	General Aviation	Military	TOTAL ITINERANT	Local Civilian	Local Military	TOTAL LOCAL	
JAN	625	647	1,410	74	2,756	1,278	20	1,298	4,054
FEB	552	476	1,411	128	2,567	820	70	890	3,457
MAR	619	721	1,608	132	3,080	1,222	88	1,310	4,390
APR	505	571	1,940	162	3,178	1,298	62	1,360	4,538
MAY	609	480	1,969	66	3,124	1,296	20	1,316	4,440
JUN	509	405	2,084	145	3,143	1,212	118	1,330	4,473
JUL	635	455	2,666	158	3,914	1,376	66	1,442	5,356
AUG					0			0	0
SEP					0			0	0
OCT					0			0	0
NOV					0			0	0
DEC					0			0	0
TOTAL	4,054	3,755	13,088	865	21,762	8,502	444	8,946	30,708
Historical Data	2018	2019	2020	2021	2022	2023	2022-2023 Inc/Dec		
JAN	3,320	3,425	3,713	4,904	4,477	4,054	↓	-9.45%	
FEB	2,945	3,473	4,378	4,195	4,672	3,457	↓	-26.01%	
MAR	3,931	4,119	3,241	4,710	4,636	4,390	↓	-5.31%	
APR	3,670	3,378	2,436	4,238	4,357	4,538	↑	4.15%	
MAY	3,908	4,075	3,826	4,514	5,235	4,440	↓	-15.19%	
JUN	4,287	4,293	4,588	5,000	4,785	4,473	↓	-6.52%	
JUL	5,195	4,348	4,784	5,014	4,039	5,356	↑	32.61%	
AUG	5,139	4,256	5,436	4,858	4,983	-			
SEP	4,161	3,941	4,777	5,355	4,890	-			
OCT	4,600	4,004	5,216	5,095	5,171	-			
NOV	4,092	3,811	4,612	4,841	3,974	-			
DEC	3,612	4,216	4,532	4,269	3,746	-			
TOTAL	48,860	47,339	51,539	56,993	54,965	30,708			

2023 Rental Car Revenues



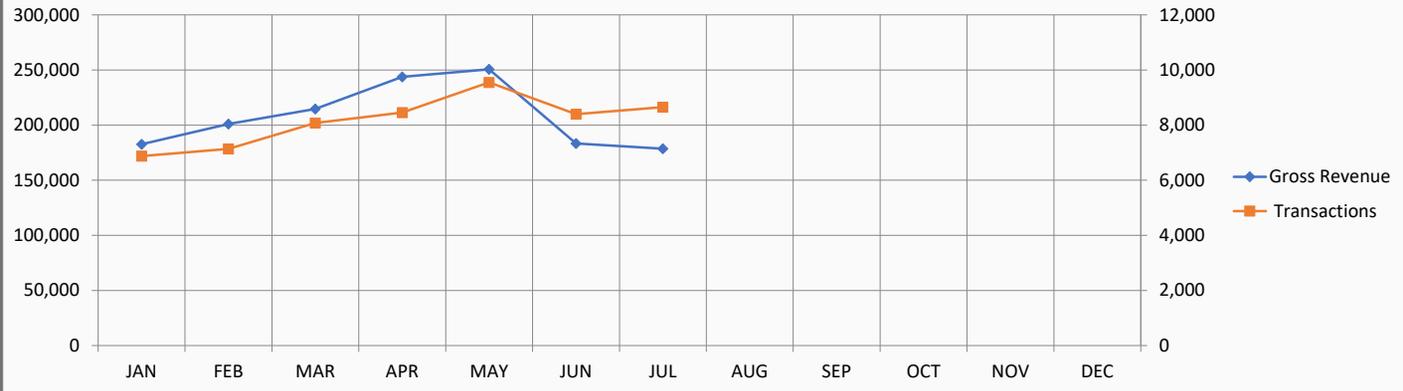
2023 Market Share



2023	Avis	Budget	Enterprise	Hertz	National/ Alamo	Total	YTD Total	Annual YTD Inc/Dec	
JAN	181,827	65,487	123,652	188,798	143,046	702,810	702,810	↑	2.0%
FEB	190,145	75,821	107,590	206,867	142,539	722,962	1,425,772	↑	8.8%
MAR	254,342	104,412	134,608	247,316	183,427	924,105	2,349,877	↑	6.5%
APR	274,156	134,658	196,094	217,265	208,603	1,030,775	3,380,652	↑	7.0%
MAY	214,029	146,630	233,204	272,627	246,679	1,113,171	4,493,823	↑	5.6%
JUN	220,371	155,734	214,896	351,403	195,591	1,137,994	5,631,817	↑	2.8%
JUL	216,754	165,221	204,004	369,830	207,560	1,163,369	6,795,186	↑	2.3%
AUG						0			
SEP						0			
OCT						0			
NOV						0			
DEC						0			
TOTAL	1,551,623	847,964	1,214,048	1,854,106	1,327,445	6,795,186	6,795,186		
Market Share	22.83%	12.48%	17.87%	27.29%	19.54%	100.00%			

2022	Avis	Budget	Enterprise	Hertz	National/ Alamo	Total	YTD Total
JAN	176,166	89,345	95,880	224,219	103,471	689,081	689,081
FEB	143,863	96,759	72,822	214,043	93,316	620,803	1,309,884
MAR	240,024	122,561	88,755	319,526	126,531	897,398	2,207,282
APR	227,825	135,356	118,265	321,883	149,140	952,468	3,159,751
MAY	253,564	154,634	139,193	388,020	159,108	1,094,518	4,254,269
JUN	307,601	188,738	141,273	410,136	176,650	1,224,398	5,478,667
JUL	291,685	163,564	133,813	412,711	162,717	1,164,489	6,643,157
AUG	272,047	144,127	119,251	386,339	141,719	1,063,483	7,706,640
SEP	279,133	162,152	169,651	350,376	165,881	1,127,193	8,833,832
OCT	305,409	150,280	206,331	378,976	227,963	1,268,961	10,102,793
NOV	163,151	72,511	148,808	253,682	143,677	781,830	10,884,623
DEC	125,971	54,498	132,123	193,037	127,754	633,383	11,518,006
TOTAL	2,786,439	1,534,525	1,566,164	3,852,949	1,777,929	11,518,006	
Market Share	24.19%	13.32%	13.60%	33.45%	15.44%	100.00%	

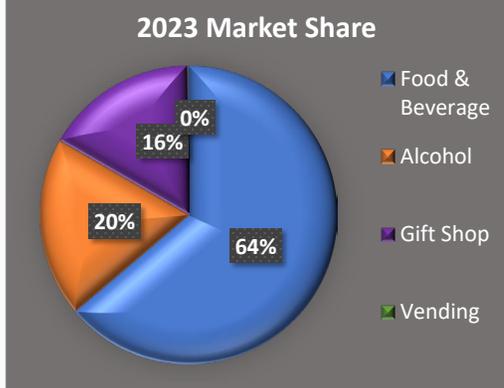
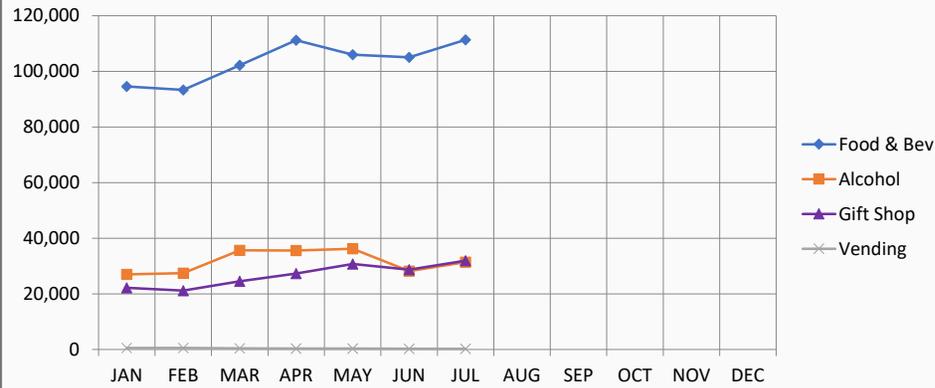
2023 Parking Revenues



2023	Gross Revenue	Transactions	YTD Gross Revenue	YTD Transactions	Revenue per Transaction	Annual YTD Inc/Dec
JAN	182,662	6,875	182,662	6,875	\$ 26.57	↑ 31.1%
FEB	201,062	7,137	383,724	14,012	\$ 28.17	↑ 34.3%
MAR	214,738	8,079	598,462	22,091	\$ 26.58	↑ 38.2%
APR	243,795	8,458	842,257	30,549	\$ 28.82	↑ 42.0%
MAY	250,617	9,550	1,092,874	40,099	\$ 26.24	↑ 33.1%
JUN	183,350	8,396	1,276,224	48,495	\$ 21.84	↑ 34.3%
JUL	178,577	8,650	1,454,801	57,145	\$ 20.64	↑ 23.3%
AUG						
SEP						
OCT						
NOV						
DEC						
TOTAL	1,454,801	57,145	1,454,801	57,145	\$ 25.46	

2022	Gross Revenue	Transactions	YTD Gross Revenue	YTD Transactions	Revenue per Transaction
JAN	121,929	6,017	121,929	6,017	\$ 20.26
FEB	122,490	5,838	244,419	11,855	\$ 20.98
MAR	132,255	6,876	376,674	18,731	\$ 19.23
APR	144,445	7,116	521,119	25,847	\$ 20.30
MAY	156,412	7,935	677,531	33,782	\$ 19.71
JUN	123,087	7,568	800,618	41,350	\$ 16.26
JUL	137,341	8,201	937,959	49,551	\$ 16.75
AUG	145,288	8,109	1,083,247	57,660	\$ 17.92
SEP	153,041	8,447	1,236,288	66,107	\$ 18.12
OCT	178,323	8,716	1,414,611	74,823	\$ 20.46
NOV	202,956	7,939	1,617,567	82,762	\$ 25.56
DEC	166,129	7,221	1,783,696	89,983	\$ 23.01
TOTAL	1,783,696	89,983	1,783,696	89,983	\$ 19.82

2023 Terminal Concessions Revenues



2023	Food & Beverage	Alcohol	Gift Shop	Vending	Total	Annual Inc/Dec
JAN	94,581	27,001	22,149	542	\$ 144,273	↑ 63.8%
FEB	93,333	27,432	21,176	525	\$ 142,465	↑ 40.5%
MAR	102,174	35,647	24,536	433	\$ 162,790	↑ 41.2%
APR	111,201	35,582	27,274	344	\$ 174,402	↑ 46.2%
MAY	106,032	36,213	30,735	316	\$ 173,296	↑ 45.3%
JUN	105,070	28,173	28,665	271	\$ 162,180	↑ 44.3%
JUL	111,353	31,433	31,937	237	\$ 174,960	↑ 40.1%
AUG						
SEP						
OCT						
NOV						
DEC						
TOTAL	723,745	221,480	186,472	2,668	1,134,366	-26%

2022	Food & Beverage	Alcohol	Gift Shop	Vending	Total
JAN	51,472	20,758	12,776	3,070	\$ 88,076
FEB	58,525	24,891	15,427	2,525	\$ 101,369
MAR	65,297	28,772	18,980	2,206	\$ 115,255
APR	60,875	34,303	21,927	2,208	\$ 119,314
MAY	58,830	32,478	25,633	2,317	\$ 119,257
JUN	58,144	27,597	24,343	2,305	\$ 112,388
JUL	63,414	31,535	27,593	2,331	\$ 124,872
AUG	83,768	29,995	30,164	1,900	\$ 145,826
SEP	92,577	34,068	30,497	1,791	\$ 158,933
OCT	101,481	35,545	31,633	1,115	\$ 169,773
NOV	89,651	32,333	25,552	577	\$ 148,112
DEC	81,532	27,861	23,943	543	\$ 133,878
TOTAL	865,567	360,134	288,467	22,886	1,537,054
Market Share	56%	23%	19%	1%	100%

Grand Junction Regional Airport Authority

Statements of Changes in Net Position

Unaudited - subject to change

As of Date:

07/31/2023

	Month			Budget Variance		Prior Year Variance		
	07/31/2023	07/31/2023	07/31/2022	Budget \$ Var	Budget % Var	PY \$ Var	PY % Var	
	Budget	Actual	PY Actual					
Operating revenue								
Aeronautical revenue								
Passenger airline revenue								
1	Passenger airline landing fees	60,000	68,124	50,080	8,124	13.54 %	18,044	36.03 %
2	Terminal rent	116,417	116,967	99,331	550	0.47 %	17,636	17.75 %
3	Other (boarding bridge)	2,513	5,698	2,220	3,185	126.74 %	3,478	156.67 %
	Total Passenger airline revenue	178,930	190,789	151,631	11,859	6.63 %	39,158	25.82 %
Non-passenger airline revenue								
4	Non-passenger landing fees	9,300	26,188	11,123	16,888	181.59 %	15,065	135.44 %
5	Cargo and hangar rentals	5,002	5,284	4,904	282	5.64 %	380	7.75 %
6	Fuel tax	17,552	24,080	30,610	6,528	37.19 %	(6,530)	(21.33) %
7	Fuel Flowage Fees and Sales	47,800	54,827	32,463	7,027	14.70 %	22,364	68.89 %
8	Other (ramp parking, rapid refuel)	667	1,890	1,110	1,223	183.36 %	780	70.27 %
	Total Non-passenger airline revenue	80,321	112,269	80,210	31,948	39.78 %	32,059	39.97 %
	Total Aeronautical revenue	259,251	303,058	231,841	43,807	16.90 %	71,217	30.72 %
Non-aeronautical revenue								
9	Land and building leases	54,094	53,350	54,257	(744)	(1.38) %	(907)	(1.67) %
10	Terminal - restaurant & retail	17,000	18,101	12,885	1,101	6.48 %	5,216	40.48 %
11	Terminal - other	15,116	15,406	15,369	290	1.92 %	37	0.24 %
12	Rental cars	143,186	150,368	145,252	7,182	5.02 %	5,116	3.52 %
13	Parking	159,300	157,505	112,640	(1,795)	(1.13) %	44,865	39.83 %
14	Ground Transportation	5,446	4,595	4,222	(851)	(15.63) %	373	8.83 %
15	Other (advertising, security fee, vending, etc)	9,772	9,029	3,493	(743)	(7.60) %	5,536	158.49 %
	Total Non-aeronautical revenue	403,914	408,354	348,118	4,440	1.10 %	60,236	17.30 %
	Total Operating revenues	663,165	711,412	579,959	48,247	7.28 %	131,453	22.67 %

Grand Junction Regional Airport Authority

Statements of Changes in Net Position

Unaudited - subject to change

		Year to Date			Budget Variance		Prior Year Variance	
		07/31/2023	07/31/2023	07/31/2022				
		Budget	Actual	PY Actual	Budget \$ Var	Budget % Var	PY \$ Var	PY % Var
Operating revenue								
Aeronautical revenue								
Passenger airline revenue								
1	Passenger airline landing fees	\$ 371,000	\$ 437,132	\$ 304,305	\$ 66,132	17.83 %	\$ 132,827	43.65 %
2	Terminal rent	814,919	818,768	683,434	3,849	0.47 %	135,334	19.80 %
3	Other (boarding bridge)	15,357	36,217	16,340	20,860	135.83 %	19,877	121.65 %
	<i>Total Passenger airline revenue</i>	<u>1,201,276</u>	<u>1,292,117</u>	<u>1,004,079</u>	<u>90,841</u>	<u>7.56 %</u>	<u>288,038</u>	<u>28.69 %</u>
Non-passenger airline revenue								
4	Non-passenger landing fees	63,500	95,980	70,033	32,480	51.15 %	25,947	37.05 %
5	Cargo and hangar rentals	34,720	35,845	33,462	1,125	3.24 %	2,383	7.12 %
6	Fuel tax	122,866	227,062	222,986	104,196	84.80 %	4,076	1.83 %
7	Fuel Flowage Fees and Sales	277,500	302,362	267,067	24,862	8.96 %	35,295	13.22 %
8	Other (ramp parking, rapid refuel)	4,669	10,470	7,920	5,801	124.25 %	2,550	32.20 %
	<i>Total Non-passenger airline revenue</i>	<u>503,255</u>	<u>671,719</u>	<u>601,468</u>	<u>168,464</u>	<u>33.47 %</u>	<u>70,251</u>	<u>11.68 %</u>
	<i>Total Aeronautical revenue</i>	<u>1,704,531</u>	<u>1,963,836</u>	<u>1,605,547</u>	<u>259,305</u>	<u>15.21 %</u>	<u>358,289</u>	<u>22.32 %</u>
Non-aeronautical revenue								
9	Land and building leases	379,860	380,444	372,731	584	0.15 %	7,713	2.07 %
10	Terminal - restaurant & retail	100,000	140,486	92,239	40,486	40.49 %	48,247	52.31 %
11	Terminal - other	105,812	107,843	107,583	2,031	1.92 %	260	0.24 %
12	Rental cars	899,138	916,962	888,607	17,824	1.98 %	28,355	3.19 %
13	Parking	970,666	1,230,966	766,222	260,300	26.82 %	464,744	60.65 %
14	Ground Transportation	33,183	42,609	31,517	9,426	28.41 %	11,092	35.19 %
15	Other (advertising, security fee, etc.)	67,030	48,974	21,284	(18,056)	(26.94) %	27,690	130.10 %
	<i>Total Non-aeronautical revenue</i>	<u>2,555,689</u>	<u>2,868,284</u>	<u>2,280,183</u>	<u>312,595</u>	<u>12.23 %</u>	<u>588,101</u>	<u>25.79 %</u>
	Total Operating Revenues	\$ 4,260,220	\$ 4,832,120	\$ 3,885,730	\$ 571,900	13.42 %	\$ 946,390	24.36 %

Grand Junction Regional Airport Authority

Statements of Changes in Net Position

Unaudited - subject to change

	Year to Date			Budget Variance		Prior Year Variance	
	07/31/2023	07/31/2023	07/31/2022				
	Budget	Actual	PY Actual	Budget \$ Var	Budget % Var	PY \$ Var	PY % Var
Operating expenses							
16 Personnel compensation and benefits	\$ 1,743,157	\$ 1,533,694	\$ 1,503,842	(209,463)	(12.02) %	29,852	1.99 %
17 Communications and utilities	263,012	236,055	215,646	(26,957)	(10.25) %	20,409	9.46 %
18 Supplies and materials	355,585	386,733	317,589	31,148	8.76 %	69,144	21.77 %
19 Contract services	488,995	356,327	379,614	(132,668)	(27.13) %	(23,287)	(6.13) %
20 Repairs & maintenance	380,462	296,048	215,317	(84,414)	(22.19) %	80,731	37.49 %
21 Insurance	88,081	85,689	76,328	(2,392)	(2.72) %	9,361	12.26 %
22 Training, Travel, & Air Service Development	101,905	92,066	89,095	(9,839)	(9.66) %	2,971	3.33 %
23 Other Expense (marketing, professional dues, etc)	67,274	29,396	38,785	(37,878)	(56.30) %	(9,389)	(24.21) %
24 Contingency Expense	-	-	-	-	0.00 %	-	0.00 %
<i>Total Operating expenses</i>	3,488,471	3,016,008	2,836,216	(472,463)	(13.54) %	179,792	6.34 %
Excess of Operating revenue over (under) expense	\$ 771,749	\$ 1,816,112	\$ 1,049,514	1,044,363	135.32 %	766,598	73.04 %
Non-operating revenue (expenses)							
25 Passenger facility charges	561,600	586,983	530,955	25,383	4.52 %	56,028	10.55 %
26 Interest income	19,250	537,900	22,326	518,650	2,694.29 %	515,574	2,309.30 %
27 Interest expense	(413,588)	(450,288)	(431,295)	(36,700)	(8.87) %	(18,993)	(4.40) %
28 Customer facility charges	381,302	363,072	370,188	(18,230)	(4.78) %	(7,116)	(1.92) %
29 Capital contributions	34,843,823	13,581,686	2,058,284	(21,262,137)	(61.02) %	11,523,402	559.85 %
29 Capital expenditures	(40,764,795)	(14,493,336)	(2,891,106)	26,271,459	64.45 %	(11,602,230)	(401.31) %
30 Non-Capital Contributions	41,419	50,213	39,728	8,794	21.23 %	10,485	26.39 %
31 Debt principal payments	-	-	-	-	0.00 %	-	0.00 %
32 Other	-	-	-	-	0.00 %	-	0.00 %
<i>Total Non-operating revenue (expenses)</i>	(5,330,989)	176,230	(300,920)	5,507,219	103.31 %	477,150	158.56 %
Excess of revenue over (under) expense	\$ (4,559,240)	\$ 1,992,342	\$ 748,594	6,551,582	143.70 %	1,243,748	166.14 %

Variance Explanations -July 2023 Revenue Compared to Budget - Preliminary Financial Statements

	Jul-23	Jul-23	Jul-22	Budget Variance	PY Variance		
	Budget	Actual	Actual				
Seat Capacity	28,179	27,487	24,757	(692)	-2%	2,730	11%
Passenger Landed Weight (excl. diversions)	27,946,872	26,780,888	24,244,582	(1,165,984)	-4%	2,536,306	10%
Enplanements	22,690	21,913	20,591	(777)	-4%	1,322	6%
Load Factor	81%	80%	83%		-1%		-3%

Note that expenses have not been presented and compared on a monthly basis, because the timing of incurring expenses are more difficult to estimate and the YTD variances are more meaningful. 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 July (\$33K), plus any other with impactful variances.

Operating Revenues: Operating revenues were 7% (\$48K) ahead of budget in July 2023

- 1 **Passenger airline landing fees** - Passenger landing fees were 14% (\$8K) higher than budget driven by more diversions and partly offset by below-budget scheduled passenger landed weight. July 2023 was the busiest July on record for diversions. 40 flights diverted to GJT, mostly large narrow-body jets bound for DEN that diverted due to thunderstorms at DEN.
- 4 **Non-passenger landing fees** - Non-passenger landing fees were \$17K above budget driven by a busy month for BLM wildland firefighting operations.
- 7 **Fuel flowage fees and fuel sales** – Fuel flowage fees are collected from non-commercial fueling at the airport and therefore are driven by GA and Military operations. Fuel flowage fees and sales were 15% (\$7K) above budget driven by an uptick in military and BLM wildland firefighting operations.
- 12 **Rental Cars** - Rental car revenues exceeded budget by \$7K (5%) driven by higher rates.

Variance Explanations - July 31, 2023 Preliminary Financial Statements

Below are variance explanations for revenue and expense accounts with a budget variance of more than 5% and when the revenue or expense category makes up at least 5% of the YTD operating budget of \$213K for revenue and \$174K for all non-capital expenses and non-operating revenues.

	YTD Jul -23 Budget	YTD Jul -23 Actual	YTD Jul -22 Actual	Budget Variance		PY Variance	
Seat Capacity	175,219	180,746	177,781	5,527	3%	2,965	2%
Passenger Landed Weight	173,277,682	173,426,346	150,248,560	148,664	0%	23,177,786	15%
Enplanements	138,260	143,047	127,386	4,787	3%	15,661	12%
Load Factor	79%	79%	72%	0%		7%	

Operating Revenues: Operating revenues were 13% (\$572K) ahead of budget through July 2023

- 1 **Passenger airline landing fees** - Passenger landing fees were 18% (\$66K) ahead of budget due to more scheduled flights on larger aircraft and more diversions.
- 6 **Fuel Tax** - Fuel tax revenue was 85% (\$104K) ahead of budget driven by higher fuel prices and higher sales compared to budget.
- 7 **Fuel flowage fees and fuel sales** - Fuel flowage fees are collected from non-commercial fueling at the airport and therefore are driven by GA and Military operations. Fuel flowage fees and fuel sales were 9% (\$25K) above budget driven by higher military and BLM wildland firefighting operations than budgeted.
- 9 **Terminal - restaurant & retail** - Terminal restaurant and retail was 40% (\$40K) ahead of budget due to higher per-passenger sales and higher passenger levels than budgeted. The restaurant was significantly expanded in Q3 2022, driving the increase in per-passenger sales.
- 13 **Parking** - Parking revenue was 27% (\$260K) above budget. The variance is attributable to 15% more transactions than July 2022 YTD and conservatism incorporating the November 1, 2022 parking rate adjustments into the 2023 budget.

Operating Expenses: Operating expenses were \$472K below budget through July

- 16 **Personnel Compensation & Benefits** - Expenses were 12% (\$209K) below budget due to higher-than-anticipated position vacancy rates.
- 17 **Communications and Utilities** - Communications and utilities expenses were 10% (\$30K) below budget due to conservatism in budgeting utility expenses.
- 18 **Supplies & Materials** - Supplies and materials were 9% (\$31K) above budget due to higher-than-anticipated prices. We are anticipating this to be over budget throughout the year but will fluctuate monthly due to bulk supply purchases.
- 19 **Contract Services** - Contract services was 27% (\$133K) below budget driven by higher-than-budgeted AIP eligibility for planning and engineering services and the timing of contracted IT expenditures.
- 20 **Repairs & Maintenance** - Repairs and maintenance was 22% (\$133K) under budget. The monthly budget reflects expenses for Repairs & Maintenance spread throughout the year. Actual expenses are incurred on an as-needed basis. This spending category is under budget through July, but we anticipate the full annual budget will be spent.

Non-Operating Revenues and Expenses:

- 26 **Interest Income** - Interest income was \$519K above budget due to higher-than-expected market yield and investments into the COLOTRUST investment accounts at the beginning of 2023. We expect this trend to continue as rates remain high and cash balances remain higher than expected because the timing of construction and invoicing is later than assumed.
- 26 **Interest Expense** - Interest expense was 9% (\$37K) above budget due to the \$3.7M State Infrastructure Bank (SIB) loan with a 3% interest rate that was approved in March 2023. The loan funded the general aviation pavement repairs not covered by the CDOT discretionary grant and the public parking lot expansion.
- 29 **Capital Contributions & Expenditures** - The differences to budgeted amounts in these accounts were attributed to construction activity. The construction work is budgeted in total for the entire year. These expenditures are largely driven by the phase of construction to be completed in the reporting period.

Grand Junction Regional Airport Authority
Statement of Financial Position - Unaudited, subject to change

	Month Ending 07/31/2023	Month Ending 06/30/2023	Variance
Assets			
Current Assets			
	\$ 25,207,816	\$ 25,080,224	\$ 127,592
	3,201,421	3,005,961	195,460
1	<i>Total Cash and Cash Equivalents</i>	<i>28,086,185</i>	<i>323,052</i>
Accounts Receivable			
	5,833,439	5,605,845	227,594
	11,480,140	6,537,469	4,942,671
2	<i>Total Accounts Receivable, Net</i>	<i>12,143,314</i>	<i>5,170,265</i>
3	Prepaid Expenses	530,697	(9,695)
	<i>Total Current Assets</i>	<i>40,769,891</i>	<i>5,483,622</i>
Non-Current Assets			
Capital Assets			
	39,829,634	39,829,634	-
	49,905,407	50,306,243	(400,836)
4	<i>Total Capital Assets, Net</i>	<i>90,135,877</i>	<i>(400,836)</i>
5	Bond Project Fund	432,512	1,771
	<i>Total Non-Current Assets</i>	<i>90,566,618</i>	<i>(399,065)</i>
	Total Assets	136,421,066	5,084,557
6	Deferred Outflows of Resources - Pension Plan	337,828	337,828
Liabilities			
Current Liabilities			
7	Accounts Payable - Ops	377,665	27,743
7	Accounts Payable - Capital	8,224,927	5,423,123
8	Accrued Expenses	286,779	83,166
9	Lease Deposits	151,054	-
10	Deferred Revenue	25,067	-
11	Note Payable	363,407	9,344
12	Current portion of bonds payable	1,074,395	58,987
	<i>Total Current Liabilities</i>	<i>10,503,293</i>	<i>5,602,364</i>
Long Term Liabilities			
	3,411,549	3,411,549	-
	15,346,224	15,346,224	-
	330,044	332,133	(2,089)
	(40,139)	(40,139)	-
13	<i>Total Long Term Liabilities</i>	<i>19,049,767</i>	<i>(2,089)</i>
	<i>Total Liabilities</i>	<i>23,950,696</i>	<i>5,600,275</i>
14	Deferred Inflows of Resources - Pension Plan	6,114,433	6,114,433
	Total Net Position	\$ 101,093,490	\$ (515,718)

Variance Explanations - July 2023 Statement of Financial Position

Assets: Total Assets increased by \$5.5 M from June 2022 to July 2022 primarily due to the grant reimbursements and capital accounts receivable cycles.

- 1 **Cash** – Unrestricted cash increased by \$128K due to the receipt of operating revenue payments and lower amount of invoice payments made to contractors during the month. Restricted cash increased by \$195K due to PFC and CFC activity.
- 2 **Accounts Receivable** – Total receivables increased by \$5.2M as expected as construction season ramped up on grant-funded projects.
- 3 **Prepaid Expenses** – Prepaid expenses are primarily related to insurance contracts and software subscriptions that we pay annually, or in advance, that we will receive benefit for over a period of time. As we use these services over the policy or contract period, the amount is recognized as an expense, rather than expensing the entire annual cost in the month that it is paid. The decrease in this account is the monthly amortization or use of these services.
- 4 **Capital Assets, Net** – Historically, the airport has not capitalized equipment throughout the year as it is purchased, but instead, expenses all purchases as part of capital expenditures and then capitalizes assets at year end. This allows us to track spending for budget purposes. Therefore, the only change in the fixed assets accounts that will be seen on a monthly basis is the regular monthly depreciation of assets in service as of December 31, 2022.
- 5 **Bond Project Fund** – The remaining bond project fund balance represents interest earnings that were accumulated on the project funds. The accumulated interest is still restricted in purpose, but is available to cover debt service.

Deferred Outflows of Resources:

- 6 **Deferred Outflows of Resources - Pension Plan** – The deferred outflows of resources represent a timing difference for recognizing changes in the estimated pension liability for our PERA pension and health plans offered to employees. The pension liability is only re-valued annually so there is no change from month to month. The change in these accounts represent accounting estimates and non-cash transactions. These amounts will only change once per year when the calculation is updated.

Liabilities: Total Liabilities increased \$5.6M from June 2023 to July 2023 due to an increase in accounts payable associated with the airfield projects.

- 7 **Accounts Payable** – Similar to accounts receivable, the majority of the balance and the variance from month to month is caused by the capital expenses payable to contractors and engineers associated with our capital projects. The \$5.4M capital accounts payable increase was due to progress made on Runway 12-30 construction and design and Runway 4-22 construction.
- 8 **Accrued Expenses** – This category is primarily made up of liabilities for un-used Paid Time Off (approximately \$180,000) and payroll accruals to recognize payroll expenses in the periods that the employees have worked. Changes in this account month to month are almost entirely related to changes in the payroll accruals.
- 9 **Lease Deposits** – Lease deposits are primarily made up of General Aviation Lease deposits that were required in the standard ground lease based on a number of month's rent. We also hold deposits for parking passes held by airport tenant employees. These amounts are payable back to tenants at the end of the lease, or as parking passes are returned. The balance of deposits typically does not change materially from period to period as activity is limited.
- 10 **Deferred Revenue** – This liability represents rent received in advance and is primarily made up of a pre-payment received by the BLM in 2017. Prepaid rent is a liability because we have not provided our tenant with the space for the period of time that they paid us for.
- 11 **Note Payable** – This line is the amount due in the next year on the CO SIB loan taken to pay for the public parking lot expansion and rehabilitation of Taxilane C1A.
- 12 **Current Portion of capital lease and bonds payable** – This balance represents principal and interest due on the outstanding revenue bond in the current calendar year. We have semi-annual payments due June 1 and December 1 for the bonds. The change from the prior month is the semi-annual bond interest payment.

- 13 **Long-Term Liabilities** – The long-term bond payable and capital payable balance is updated annually in December to reflect the remaining portion due beyond one year, therefore there is no change from the prior month. The net Pension liability is also only calculated annually, so there will be no change in this amount. This is the actuarial estimate of the airport's portion of the unfunded Pension liability for PERA. Long-term deferred revenue represents payments received by the airport for future rights of services or rent for periods farther out than 12 months.

Deferred Inflows of Resources:

- 14 **Deferred Inflows of Resources - Pension Plan** – Similar to deferred outflows described above, the deferred inflows of resources represent a timing difference for recognizing changes in the estimated pension liability for our PERA pension and health plans offered to employees. Deferred Inflows of resources actually represent increases to the pension liability that will be recognized in future years, primarily related to changes in actuarial assumptions. These will only be calculated annually, and therefore no changes will be seen month to month.

GJRAA - Breakdown of Capital Expenditure Costs Year-to-Date through July 31, 2023

2023 GRANT FUNDED CAPITAL EXPENDITURES INCURRED AND GRANT REVENUE RECOGNIZED

Grant Number	Project/Grant Description	2023 Project Costs Incurred	Grant Revenue	
			Recognized in 2023	2023 GJRAA Local Share
AIP 69	Airport Development Plan	69,234	69,234	-
AIP 72	Taxiway A and RWY 11-29 Construction	6,351,431	6,351,431	-
AIP 75	Runway Design -Schedule 4-7 Utility Infrastructure	89,644	80,679	8,964
AIP 76	RWY 11-29 Construction Schedule 4	2,876,300	2,666,618	209,682
AIP 77	NAVAIDs and Schedule 4a Grading and Drainage	915,146	823,632	91,515
AIP TBD	RWY 12-30 Pavement Design	66,999		66,999
CDOT	RWY 4-22 Rehab Construction	3,988,991	3,590,092	398,898
CDOT	Taxilane C1A Rehabilitation Construction	3,690	-	3,690
CDOT	RWY 4-22 Rehab Design	20,550		20,550
Total Grant Projects		\$ 14,381,985	\$ 13,581,686	\$ 800,299

2023 NON-AIP CAPITAL EXPENDITURES INCURRED

Project Description	2023 Costs Incurred
Employee Parking Lot Expansion	63,218
Taxilane C1A Rehabilitation Design	3,949
2022 Eagle Drive Landscaping -East	4,003
Public Parking Lot Expansion	40,180
Total Non-AIP Projects	\$ 111,350

Total Capital Expenditures YTD \$ 14,493,335