

**Grand Junction Regional Airport Authority**



**Date: December 10, 2024**

**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/85054571121?pwd=Rmd2ZUpBVS81UU56ZGZyRW5Yb3lNZz09>

Time: 11:30 AM

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**REGULAR MEETING AGENDA**

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

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

**VI. Consent Agenda**

- A. November 12, 2024 Meeting Minutes \_\_\_\_\_ 1
  - Approve the November 12, 2024 Board Meeting Minutes.

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**December 10, 2024**

**VII. Action**

- A. Letter Concerning Credit Card Competition Act \_\_\_\_\_ 2
  - Approve letter opposing federal legislation jeopardizing credit card rewards programs.
- B. Resolution No. 2024-07 to adopt Air Service Incentive Program \_\_\_\_\_ 3
  - Adopt Resolution No. 2024-07 to adopt the Air Service Incentive Program.
- C. Resolution No. 2024-08: Rates and Charges \_\_\_\_\_ 4
  - Adopt Resolution No. 2024-08: Rates and Charges, effective January 1, 2025.
- D. Resolution No. 2024-09: Delegation of Authority \_\_\_\_\_ 5
  - Adopt Resolution No. 2024-09: Resolution of the Board of Commissioners Regarding Delegation of Authority.
- E. 2025 Grant Applications \_\_\_\_\_ 6
  - Approve the four 2025 Airport Improvement Program grant applications for the Runway 12-30 replacement program and authorize the Executive Director to sign and submit the applications to the Federal Aviation Administration (FAA).
- F. Garver Task Order No. 4 for Parking Lot Improvement Design \_\_\_\_\_ 7
  - Approve Garver Task Order No. 04 in the amount of \$260,800 to design and provide bid support services for landside parking lot improvements and authorize the Executive Director to sign the task order.

**VIII. Discussion**

- A. 2025 Officer & Committee Appointments
- B. 2025 Draft Board Meeting Calendar \_\_\_\_\_ 8
- C. 2024 Goal Performance

**IX. Staff Reports**

- A. Executive Director Report (Angela Padalecki)
- B. Finance and Activity Report (Jennifer Kroeker) \_\_\_\_\_ 9
- C. Capital Improvement Plan Update (Colin Bible)

**X. Any other business which may come before the Board**

**XI. Adjournment**




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**Grand Junction Regional Airport Authority Board**  
**Regular Board Meeting**  
 Meeting Minutes  
 November 12, 2024

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**REGULAR BOARD MEETING**

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**I. Call to Order**

Mr. Tom Benton, Board Chairman, called the Meeting of the Grand Junction Regional Airport Authority Board to order at 11:30 AM on November 12, 2024, in Grand Junction, Colorado and in the County of Mesa. The meeting was hosted in the 3<sup>rd</sup> floor conference room as well as electronically.

<p><b><u>Commissioners Present:</u></b>          Tom Benton (Chairman)          Linde Marshall (Vice Chair)          Chris West          Lee Kleinman          Cody Kennedy          Cody Davis          Thaddeus Shrader</p> <p><b><u>Airport Staff:</u></b>          Angela Padalecki (Executive Director)          Dan Reimer (Counsel)          Ben Peck          Cameron Reece (Clerk)          Kristina Warren          Travis Portenier          Victoria Hightower          Jennifer Kroeker          Dylan Heberlein          Curtis Hainer          Preston Toborg          Brandon Mittan          Tyler McClymond</p>	<p><b><u>Guests:</u></b>          Jeremy Lee, Mead and Hunt          Brad Rolf, Mead and Hunt          Rebekah Wagoner, Gensler          Roger Knobeloch, Garver          Harrison Earl, CMT          Sam Klomaus, Daily Sentinel          Josie Hyde, Gensler          Justin Mendenhall, FCI          Lance Kramer, FCI</p>
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**II. Pledge of Allegiance**

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

*Commissioner West made a motion to approve the November 12, 2024, Board Agenda. Commissioner Kennedy seconded the motion. Voice Vote: All Ayes; motion carries.*

### **IV. Commissioner Comments**

*Commissioner Benton commented and thanked the finance team for their work getting the budget together and thanked Commissioner Marshall and Commissioner Shrader for their work on the Vision Committee. Commissioner Benton recognized Cameron Reece for his 5 years of service of employment at the airport.*

### **V. Citizen Comments**

*No Citizen Comments were made.*

### **VI. Consent Agenda**

#### **A. October 15, 2024 Meeting Minutes**

Approve the October 15, 2024 Board Meeting Minutes.

#### **B. GJRAA Employee Health Insurance**

Approve the proposed health insurance plan and cost sharing as outlined in the Agenda Item Summary for the plan year of January 1, 2025 through December 31, 2025 and authorize the Executive Director to sign all plan documents and approve invoices.

#### **C. Transportation Security Clearinghouse Services Agreement**

Approve the Transportation Security Clearinghouse (TSC) services agreement and authorize the Executive Director to sign the Agreement and approve renewal options included in the contract.

#### **D. Arconas Seating Purchase**

Approve Arconas Quotation #E000009938 in the amount of \$106,775.00 with a 10% contingency of \$10,677.50 to purchase, deliver and install seating in the boarding area.

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

### **VII. Action**

#### **A. Resolution No. 2024-06 to adopt 2025 Budget and Appropriate Funds for 2025**

Adopt Resolution No. 2024-06 to adopt the 2025 Budget and appropriate funds for 2025.

*Commissioner West made a motion to adopt Resolution No. 2024-06 to adopt the 2025 Budget and appropriate funds for 2025. Commissioner Marshall seconded the motion. Roll Call Vote: Commissioner Shrader, yes; Commissioner Kennedy, yes; Commissioner Benton, yes;*

*November 12, 2024, Minutes – Page 2*

*Commissioner Marshall, yes; Commissioner Kleinman, yes; and Commissioner Davis, yes; Commissioner West, yes. The motion carries.*

**B. Notice of Award and Contract Approval to Oshkosh Airport Products for acquisition of ARFF Vehicle**

Approve the Notice of Award and Contract to award Aircraft Rescue and Fire Fighting (ARFF) Vehicle to Oshkosh Airport Products for a contract amount of \$1,239,004 and authorize the Executive Director to sign.

*Commissioner Kleinman made a motion to approve the Notice of Award and Contract to award Aircraft Rescue and Fire Fighting (ARFF) Vehicle to Oshkosh Airport Products for a contract amount of \$1,239,004 and authorize the Executive Director to sign. Commissioner Kennedy seconded the motion. Voice Vote: All Ayes; motion carries.*

**C. Recommendation of Professional Airport General Contractor On-Call Services**

Approve contract with FCI Constructors, Inc. to provide On-Call General Contractor Service and authorize the Executive Director to sign.

*Commissioner Kennedy made a motion to approve contract with FCI Constructors, Inc. to provide On-Call General Contractor Service and authorize the Executive Director to sign. Commissioner West seconded the motion. Voice Vote: All Ayes; motion carries.*

**D. Gensler Scope of Work to perform the conceptual design of the terminal expansion**

Approve Gensler Work Authorization No. 007 in the amount of \$436,654 to perform conceptual design for the terminal expansion and authorize the Executive Director to sign.

*Commissioner Shrader made a motion to approve Gensler Work Authorization No. 007 in the amount of \$436,654 to perform conceptual design for the terminal expansion and authorize the Executive Director to sign. Commissioner West seconded the motion. Voice Vote: All Ayes; motion carries.*

**VIII. Discussion**

A. Air Service Incentive Agreement Update

**IX. Staff Reports**

- A. Executive Director Report (Angela Padalecki)
- B. Finance and Activity Report (Jennifer Kroeker)

**X. Any other business which may come before the Board**

**XI. Adjournment**

The meeting adjourned at approximately 12:46pm

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

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Tom Benton, Board Chairman

**ATTEST:**

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Cameron Reece, Clerk to the Board

## Grand Junction Regional Airport Authority

### Agenda Item Summary

TOPIC:	Letter Concerning Credit Card Competition Act
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approve letter opposing federal legislation jeopardizing credit card rewards programs
SUMMARY:	<p>Congress is debating the Credit Card Competition Act. Airlines for America, the airline trade group representing the largest legacy carriers, believes that the legislation, if enacted, would jeopardize rewards programs offered through co-branded credit cards. Since many airline passengers fly using airline rewards points/miles, ATA has enlisted support from airports around the country to oppose the legislation.</p> <p>We are aware that some other airports in the state have submitted letters in support of ATA's position. Staff has been contacted about submitting such a letter, and we have prepared a letter for the Board's consideration and the Chair's signature.</p> <p>Staff has not independently examined the legislation or analyzed the potential effects on traffic at GJT.</p>
REVIEWED BY:	Executive Director and Legal Counsel
FISCAL IMPACT:	None
ATTACHMENTS:	1. Draft Letter to Senators Bennet and Hickenlooper
STAFF CONTACT:	Angela Padalecki 970-248-8588 <a href="mailto:apadalecki@gjairport.com">apadalecki@gjairport.com</a>



2828 Walker Field Drive, Ste. 301, Grand Junction, CO 81506 → Phone: 970-244-9100

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December 10, 2024

The Honorable Michael Bennet  
United States Senator  
261 Russell Senate Office Building  
Washington, D.C. 20510

The Honorable John Hickenlooper  
United States Senator  
374 Russell Senate Office Building  
Washington, D.C. 20510

Dear Senators Bennet and Hickenlooper:

The five airlines operating at Grand Junction Regional Airport play a critical role in the success of our airport and our statewide economy. I write today on behalf of the Airport Authority Board asking for your help to preserve an airline's ability to provide customer reward programs, such as the issuance of frequent flier miles through co-branded credit cards, as Congress considers the Credit Card Competition Act (CCCA).

More than 500,000 passengers traveled through the Grand Junction Regional Airport last year alone. Tourists travel to Colorado each year to visit our scenic national parks, tour gorgeous mountain trails, and take in everything Colorado has to offer. In our state, tourism is an estimated \$28.3 billion industry, supporting 188,000 jobs, and generating \$1.8 billion in total taxes.<sup>1</sup> Many of these passengers pay for their travel utilizing rewards points made possible through co-branded credit cards. If credit card companies significantly scale back rewards programs, fewer guests are likely to visit our great state, travel through our airports, stay in our hotels, eat in our restaurants, fuel our local tax base, and support the salaries of local workers.

Airlines for America, the leading trade organization for major U.S. airlines, estimates that frequent flier miles earned through airline co-branded credit cards funded flights for 719,000 domestic visitors to Colorado.<sup>2</sup> These visitors generated over \$1.19 billion in economic activity, supporting 9,548 jobs and

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<sup>1</sup> Colorado breaks tourism record with 31% increase in last decade (Colorado Sun, Aug. 5, 2024).

<sup>2</sup> ATA Press Release, *New Data Reveals Impacts of Popular Airline Credit Card to Colorado Economy*.





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\$339 million in payroll.<sup>3</sup> It is thanks to the trips made possible by rewards programs that visitors can enjoy all that Colorado has to offer and in turn, help our airports and local businesses prosper.

We believe programs play an essential part in the success of our airports, small businesses, and local tax base. I thank you for your leadership and strongly urge you to protect airline rewards programs.

Sincerely,

Thomas R Benton  
Chairman of the Board of Commissioners

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<sup>3</sup> ATA Press Release.

# Grand Junction Regional Airport Authority

## Agenda Item Summary

TOPIC:	Resolution No. 2024-07: Air Service Incentive Program
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Adopt Resolution No. 2024-07: Air Service Incentive Program
SUMMARY:	<p>Federal law and FAA policy permit airports to provide limited incentives for passenger service during a promotional period. These incentives include discounts and waivers of airport rates and charges and marketing support.</p> <p>The Board adopted an air service incentive program several years ago and has revised the program sporadically. The Board amended the program most recently after the release of new FAA policy in December 2023.</p> <p>Airport Staff has been working with the air service consultant, Harrison Earl at CMT, and legal counsel to comprehensively review and update the air service incentive program. The objective is to implement a program that offers the maximum incentives available under federal law and FAA policy within the budget constraints of the Airport and the complementary program implemented by the Grand Junction Regional Air Service Alliance.</p> <p>The specific changes from the current policy to the new policy are summarized on the chart that follows.</p> <p>Staff recommends approval and adoption of Resolution 2024-07.</p>
REVIEWED BY:	Executive Director and Legal Counsel
FISCAL IMPACT:	None
ATTACHMENTS:	Resolution No. 2024-07: Air Service Incentive Program
STAFF CONTACT:	Angela Padalecki, Executive Director Email: <a href="mailto:apadalecki@gairport.com">apadalecki@gairport.com</a> Office: 970-244-9100

	<b>GJRAA Air Service Incentive Program</b>	<b>Resolution 2024-07, Air Service Incentive Program</b>
<b>Structure</b>	Stand-alone policy approved by Board	Resolution adopted by Board (consistent with other Board policies)
<b>Eligibility – Target Destinations</b>	Listed 20 major metropolitan areas, plus multiple cities in Colorado	No target markets; incentive available for any unserved destination
<b>Incentive Categories</b>	4 Categories: new service to targeted destination (year-round daily, year-round less than daily, and seasonal); new service to an unserved non-target destination; expanded service; and new entrant	4 Categories: new year-round service, new seasonal service, significant increase in seat capacity, and new entrant bonus
<b>Operational Incentive</b>	Landing fee and joint use space rent waiver, based on level of service	Landing fee and joint use space rent waiver, based on level of service (but generally more generous and uniform)
<b>Marketing Support</b>	\$50,000 for new year-round daily service; \$25,000 for less-than-daily year-round and seasonal service Air carrier may forego operational incentive for increased marketing incentive	\$25,000 for year-round and seasonal service No ability to forego operational incentive for increased marketing incentive
<b>Increased Capacity</b>	No incentive offered	Increased seat capacity by more than 25%; waiver of landing fees attributed to increased seat capacity for 12 months
<b>New Entrant Bonus</b>	100% waiver of preferential use space rent for 12 months; 50% waiver of preferential use space rent for second year if providing new service	100% waiver of all terminal rent for 12 months; 50% waiver of terminal rent for second year if providing new service
<b>Seasonal Service</b>	At least 8 consecutive weeks	Less than 7 months and at least 8 consecutive weeks; limited to 3 seasons
<b>General Terms and Conditions</b>	Definitions and requirements for eligibility	Definitions and requirements for eligibility

**RESOLUTION NO. 2024-07**  
**RESOLUTION OF THE BOARD OF COMMISSIONERS**  
**AIR SERVICE INCENTIVE PROGRAM**

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

**WHEREAS**, the Colorado Public Airport Authority Act, (C.R.S. § 41-3-106(1)(h)), authorizes GJRAA to “exercise such powers as may be required or consistent with the promotion of aeronautics and the furtherance of commerce and navigation by air”; and

**WHEREAS**, the Board supports the growth of air service at GJT because increased passenger activity results in increased revenues and because additional air service and enhanced competition serves the interests of the broader community; and

**WHEREAS**, federal law (49 U.S.C. § 47107(a)(1)) and GJRAA’s contractual commitments to the federal government require that GJRAA “make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities”; and

**WHEREAS**, the Federal Aviation Administration (“FAA”) recognizes the right of airport sponsors to support new and expanded air service through marketing and operational incentives during a promotional period, subject to compliance with specific requirements set forth in FAA policy; and

**WHEREAS**, the FAA “expects airport sponsors to provide effective notification of the availability and implementation of [air carrier incentive programs] to both incumbent and potential new entrant carriers (e.g., posting on an airport sponsor’s public website; notification to industry trade groups).”

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

1. The Board adopts the attached Air Service Incentive Program, effective January 1, 2025.
2. The following delegations shall apply to the implementation and administration of the Air Service Incentive Program:
  - a. The Airport Executive Director is delegated with the responsibility to implement and administer the Air Service Incentive Program.
  - b. The Airport Executive Director’s authority to negotiate and execute air service incentive agreements shall be in accordance with the most current version of the Board’s Delegation of Authority Resolution.
  - c. The Airport Executive Director shall provide reports to the Board no less than quarterly on the incentives granted since the last report and the total incentives then outstanding.

- d. The Airport Executive Director shall coordinate with and provide technical assistance to the Grand Junction Regional Air Service Alliance.
- 3. This resolution and attached Air Service Incentive Program shall be implemented and administered consistent with FAA policy, as reflected in FAA Policy Regarding Air Carrier Incentive Program, 88 Fed. Reg. 85,344 (Dec. 7, 2023); FAA Order 5190.6B, Airport Compliance Manual (Change 3, Sept. 15, 2003); and FAA Policy and Procedures Concerning the Use of Airport Revenue, 64 Fed. Reg. 7,696 (Feb. 16, 1999).
- 4. This resolution supersedes any prior air service incentive program for GJT approved by the Board; provided, however, that nothing herein shall be construed to affect the terms and conditions of any marketing incentive agreement or operational incentive agreement presently in effect between the GJRAA and an air carrier.
- 5. This resolution shall continue in effect unless and until repealed or amended by the Board. Notwithstanding the foregoing, the Board intends that the terms of the Air Service Incentive Program shall be reviewed and updated by the Board on an annual basis.

PASSED AND ADOPTED this 10th day of December, 2024.

Board Members Voting AYE

Board Members Voting NAY

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GRAND JUNCTION REGIONAL  
AIRPORT AUTHORITY

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ATTEST:

Chairman

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Clerk

## Grand Junction Regional Airport

### Air Service Incentive Program

#### Incentive Categories

The following table identifies the categories of available incentives, basic eligibility requirements, and the associated operational and marketing incentives. This table is to be implemented and interpreted according to the terms and conditions that follow.

<b>Category</b>	<b>Eligibility</b>	<b>Operational Incentive</b>	<b>Marketing Incentive</b>
<b>I – New Year-Round Service</b>	Any passenger air carrier establishing new year-round nonstop service to an unserved destination	100% landing fee waiver for 24 months  100% waiver of joint use space rent for 24 months	\$25,000 (to be used within 24 months)
<b>II – New Seasonal Service</b>	Any passenger air carrier establishing seasonal nonstop service to an unserved destination	100% landing fee waiver for Seasons #1 and #2; 50% landing fee waiver for Season #3  100% waiver of joint use space rent for Seasons #1 and #2; 50% waiver of joint use space rent for Season #3	\$25,000 (to be used by the end of Season #3)
<b>III – Significant Increase in Seat Capacity</b>	Any passenger air carrier increasing seat capacity on a specific route by 25% or more through increased frequency or upgauging	Waiver of landing fees attributed to the increased seat capacity for 12 months	No Marketing Incentive

<b>Category</b>	<b>Eligibility</b>	<b>Operational Incentive</b>	<b>Marketing Incentive</b>
<b>IV – New Entrant Bonus</b>	Any new entrant passenger air carrier establishing year-round or seasonal nonstop service	100% waiver of all terminal rent for first 12 months  50% waiver of all terminal rent for second 12 months, if establishing new year-round nonstop service to an unserved destination	

### Definitions and General Requirements

1. For metropolitan areas with multiple airports, each airport will be considered as a separate destination. For example, Washington Dulles International Airport could be considered an unserved destination notwithstanding existing service to Washington Reagan National Airport.
2. To be considered new service to an unserved destination (year-round or seasonal), no other carrier must offer scheduled service to the airport as of the date that the air carrier seeking the incentive plans to initiate service.
3. To qualify under Category I or Category II, service must be offered no less than two days per week.
4. Seasonal service is nonstop service offered for less than seven months of the calendar year but at least 8 consecutive weeks. There may be more than one season per calendar year (e.g., winter and summer); however, there may be no less than one season per calendar year.
5. Year-round service is nonstop service offered for more than seven months of the calendar year.
6. A new entrant is an air carrier that has not offered commercial passenger service to or from GJT within the preceding 12 months prior to the date that the air carrier plans to initiate service.
7. The new entrant bonus may be combined with Category I and Category II incentives.
8. In light of budget constraints, Category I and Category II incentives only will be available to the first air carrier requesting an incentive to initiate service to the unserved destination.
9. The waiver of landing fees only applies to the landing fees associated with the incentivized flights.



10. The waiver of joint use space rent only applies to the rent due in connection with the incentivized flights, calculated on the basis of passengers on the incentivized flights.
11. An air carrier will not be eligible for Category III (significant increase in seat capacity) if the carrier already is receiving an incentive for the flight under Category I or Category II.
12. To qualify under Category III, the air carrier must request the incentive prior to initiating the increase in service. The incentive will not be made available retroactively.

#### Other Terms and Conditions

13. Participation in this program requires an incentive agreement between the Grand Junction Regional Airport Authority and an air carrier, using the Airport Authority's standard form agreement.
14. An air carrier may qualify for an incentive whether the air carrier operates as a signatory or non-signatory at GJT, provided that the air carrier otherwise satisfies the eligibility and qualification requirements of this incentive program.
15. To qualify for incentives, a carrier must be current on payment of rates and charges.
16. Air carriers must operate service throughout duration of the promotional period at the level specified to receive the incentive.
17. Air carriers must use the passenger terminal at GJT in order to qualify for incentives.
18. An air carrier may qualify for an incentive regardless of the type of economic and safety certificates it has sought and received from the U.S. Department of Transportation and FAA, including authorities granted under 14 C.F.R. Parts 119, 121 and Part 135, provided that the air carrier otherwise satisfies the eligibility and qualification requirements of this incentive program.
19. An air carrier may only qualify for an incentive for a particular route one time.
20. Incentives may not be transferred from one carrier to another. Incentives cannot be transferred between routes.

## Grand Junction Regional Airport Authority

### Agenda Item Summary

TOPIC:	Resolution No. 2024-08 to Approve Rates and Charges		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Adopt Resolution No. 2024-08: Rates and Charges, effective January 1, 2025.		
SUMMARY:	<p>The annual rates and charges resolution enacts rates for the coming year, and the approved 2025 budget reflects the proposed rates.</p> <p>Proposed 2025 Rates &amp; Charges Highlights:</p> <ul style="list-style-type: none"><li>• The terminal rental rate would increase 15% to \$54.25; landing fees for signatory airlines would increase by 13.3% to \$2.79; and passenger loading bridge fees would decrease by 18% to \$8.77. Note that these rates are estimates, subject to true-up at the end of the year in accordance with the new Airline Use and Lease Agreements.</li><li>• Fuel flowage fee language has been updated to reflect amendment approved by GJRAA Board in March 2024 by Resolution 2024-02.</li></ul> <p>Staff recommends that the majority of rates and charges be retained at their current levels to ensure the Airport remains competitive with our peer airports and supportive of our tenants and users.</p>		
REVIEWED BY:	Executive Director and Legal Counsel		
FISCAL IMPACT:	The 2025 Adopted Budget reflects these anticipated changes		
ATTACHMENTS:	Board Resolution 2024-08: Rates and Charges		
STAFF CONTACT:	Angela Padalecki apadalecki@gjairport.com		

**RESOLUTION NO. 2024-08**  
**RESOLUTION OF THE BOARD OF COMMISSIONERS**  
**ESTABLISHING RATES AND CHARGES FOR**  
**GRAND JUNCTION REGIONAL AIRPORT**

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

**WHEREAS**, the Colorado Public Airport Authority Act, (C.R.S. § 41-3-106(1)(h)), authorizes GJRAA to “exact and require charges, fees, and rentals, together with a lien to enforce the payment”; and

**WHEREAS**, federal law (49 U.S.C. § 40116(e)(2)), recognizes the right of an airport proprietor to impose “reasonable rental charges, landing fees, and other service charges from aircraft operators for using airport facilities”; and

**WHEREAS**, federal law (49 U.S.C. § 47107(a)(13)) and GJRAA’s contractual commitments to the federal government require that GJRAA “maintain a schedule of charges for use of facilities and services at the airport that will make the airport as self-sustaining as possible under the circumstances existing at the airport, including the volume of traffic and economy of collection”; and

**WHEREAS**, the federal government does not set the level of fees charged at airports (49 U.S.C. § 47129(a)(3)), but is authorized to adjudicate disputes as to whether a fee is reasonable and not unjustly discriminatory; and

**WHEREAS**, the attached schedule of rates and charges is designed and intended to (i) compensate GJRAA for its costs to accommodate Airport tenants and users; (ii) make the Airport as financially self-sustaining as possible; (iii) capture a percentage of revenues by businesses and entities accessing the Airport for commercial purposes; and (iv) make the Airport competitive and attractive to aeronautical and non-aeronautical users, as compared to airports of comparable size and traffic.

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

1. The Board adopts the attached schedule of rates and charges, effective as of January 1, 2025.
2. The attached schedule of rates and charges shall apply, without limitation, to the following categories of Airport tenants and users: Air Carriers, General Aviation, Aircraft Ground Service Providers, Ground Transportation Operators (including Transportation Network Companies), Rental Car Concessionaires, Peer-to-Peer Car Sharing Operators, Fuel Providers, and other users of Airport facilities, supplies and services.
3. The attached schedule of rates and charges shall be implemented and imposed upon the above-described categories of Airport tenants and users as follows:
  - a. The applicable rates and charges shall be incorporated within any and all leases, licenses, permits, contracts and other agreements entered into after the effective date hereof.

- b. The applicable rates and charges shall apply in the case of any existing lease, license, permit, contract or other agreement that explicitly requires the Airport tenant or user to pay rates and charges as prescribed by the Board.
  - c. The applicable rates and charges shall apply to any user of the Airport or Airport services conducting an activity covered by the schedule of rates and charges that does not operate pursuant to a lease, license, permit, contract or other agreement with GJRAA.
4. The terms of this Resolution and the attached schedule of rates and charges shall not apply in a manner that would present an irreconcilable conflict with the express terms of a lease, license, permit, contract or other agreement between GJRAA and an Airport tenant or user.
  5. The attached schedule of rates and charges is not intended to be exclusive or exhaustive. The Board reserves the right to charge for items not covered by the attached schedule of rates and charges, including recovery for damage to the Airport and fines and penalties for violation of Airport rules and regulations.
  6. The attached schedule of rates and charges shall continue in effect unless and until superseded by a further amendment adopted by the Board. It is the Board's intent to review the attached schedule of rates and charges on no less than an annual basis.
  7. This resolution shall supersede all previous schedules of rates and charges promulgated by the Board.

PASSED AND ADOPTED this 10th day of December, 2024.

Board Members Voting AYE

Board Members Voting NAY

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GRAND JUNCTION REGIONAL AIRPORT  
AUTHORITY

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Chairman

ATTEST:

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Clerk

**SCHEDULE OF RATES AND CHARGES  
GRAND JUNCTION REGIONAL AIRPORT**

**I. General Requirements**

**Consent**

Airport tenants and users agree to be bound by this schedule of rates and charges by accessing the Airport, including for the conduct of commercial activities, or by seeking facilities, supplies or services from GJRAA. No express consent is required.

**Deadline for Payment**

Payment shall be due and payable with thirty (30) days of receipt of an invoice, bill or other notice of payment obligation, unless directed otherwise by GJRAA.

**Payment of Rates and Charges**

All payments due GJRAA shall be paid to the Grand Junction Regional Airport Authority, 2828 Walker Field Drive, Suite 301, Grand Junction, Colorado, 81506, unless directed otherwise by GJRAA.

**Interest**

GJRAA reserves the right to charge interest on any rates and charges owed but not paid when due at the rate of three percent (3%) per month from the due date until receipt of payment. Any partial payments received on said indebtedness shall be applied first to accrued interest, and then to principal.

**Inspection of Books and Records**

GJRAA reserves the right to seek inspection of books and records for the limited purpose of establishing proper calculation and payment of rates and charges imposed hereunder.

**Remedies for Nonpayment**

GJRAA reserves the right to seek recovery of all rates and charges due and payable, and interest thereon, as well as incidental and consequential damages and attorney's fees. GJRAA may pursue all remedies available under law, including without limitation, termination of a lease, license, permit, contract or other agreement; retention of a security deposit, bond or contract security; or suit for specific performance, injunctive relief or money damages.

## II. Aircraft Operators and Aircraft Ground Service Operators

### A. Fees

#### Landing Fees

Class of Aircraft	Fee Per Landing
Commercial Signatory Aircraft	\$2.79/1,000 lbs.
Commercial Non-Signatory Aircraft	\$3.80/1,000 lbs.
Unscheduled Non-Signatory Aircraft*	\$7.60/1,000 lbs.
General Aviation Aircraft	\$0.00
Military Aircraft	\$0.00

- \* Unscheduled Non-Signatory Aircraft shall include air carriers operating at the Airport where the flight was not scheduled at least seven days in advance of the operation.
- No landing fee will be assessed in the event an aircraft lands at the Airport due to a declared emergency.
- A one-half (1/2) landing fee will be charged for each landing performed in conjunction with a training flight.
- No landing fee will be assessed in the event an aircraft departs from the Airport for another destination and, without making a stop at another airport, is forced to return to and land at the Airport because of weather, mechanical or other similar emergency or precautionary reasons.

#### Joint Use Space Fees

Signatory Airlines shall pay for Joint Use Space, including the ticket queuing space, security, passenger boarding area, and baggage claim in the Airport's terminal building based their pro rata share of the 27,479 total square feet at a cost of \$54.25 per square foot per year. The pro rata share shall be based on the total number of enplaned revenue passengers during said month.

#### Preferential Use Space Fees

Signatory Airlines that rent preferential use space, including airline ticket counters, office space, and garage/baggage space shall pay \$54.25 per square foot per year.

## Other Fees

- **Loading Bridge - \$8.77 fee per turn.** A loading bridge turn shall mean each time an aircraft is “connected” to the loading bridge. If an aircraft enplanes and deplanes passengers without disconnecting, this will count as one “turn”.
- **Fuel Purchase** - Purchasing fuel (gasoline and/or diesel) from the airside GJRAA fuel tank shall pay actual fuel cost plus \$1.00 per gallon.

## Non-Signatory Airlines

When not otherwise specified herein, the rate charged to Non-Signatory Airlines shall be 120% of the rate prescribed herein for Signatory Airlines.

## B. Reports/Billing

On or before the 10<sup>th</sup> of each month, each Aircraft Operator or Aircraft Ground Service Operator at the Airport shall submit to the Airport administration offices such reports of the preceding month’s activities as GJRAA may request to enable GJRAA to compute the rates (also referred to, in some cases, as fees above), charges, and other monies owed by the Aircraft Operator or Aircraft Ground Service Operator hereunder. The reports shall be attested to as correct to the best of the signer’s knowledge by the Aircraft Operator or Aircraft Ground Service Operator or its designee. Any subsequent changes in the information will be reported to GJRAA as soon as practical; but in no event more than seven (7) days from their discovery.

The reports shall be submitted in a format provided by or approved by GJRAA. GJRAA reserves the right to obtain clarification of any matter contained in the reports, or for additional information from the Aircraft Operator or Aircraft Ground Service Operator for Airport marketing, statistical, fee-setting, or other purposes. **Note: Reports not submitted by the end of the 10<sup>th</sup> of each month may be subject to a \$100 per day late fee.**

## III. Ground Transportation Operators

**Ground Transportation Operators shall include all shuttles, courtesy vehicles, limousines/sedans, taxis, transportation network companies, sightseeing tours, and buses (excluding mass transit buses operated by, or under contract with, a public entity).**

Ground Transportation Operators shall pay GJRAA the following fee:

Number of Seats	Trip Fee
1-8	\$2.50
9-15	\$3.75
16+	\$8.00



### **Hotel/Motel Courtesy Vehicle Operators**

Each Hotel/Motel Courtesy Vehicle Operator shall pay GJRAA a per trip fee equal to 25% of the applicable TNC rate of \$2.50/trip for a fee of \$.63/trip multiplied by the number of trips each month. Fee shall be paid quarterly unless other payment arrangements are made between the Operator and GJRAA. Hotel/Motel Courtesy Vehicle Operators shall only pick up and drop off at the Airport the patrons of their respective hotels/motels, and not persons who are not patrons of their hotels/motels.

### **Off-Airport Parking Providers**

Each Off-Airport Parking Provider shall pay GJRAA a monthly fee equal to 10% of monthly gross revenues. This applies to all hotel/motel operators offering parking to guests or non-guests of the hotel/motel for a fee in addition to the cost of a nightly room rate, provided that the hotel/motel operator only shall be required to pay GJRAA the percentage of monthly gross revenues associated with parking by Airport passengers. In addition, shuttle vehicles from each said company shall also pay GJRAA a trip fee as previously defined.

### **Compliance**

Failure to comply or to operate without a permit may result in a \$100 fine per occurrence.

## **B. Miscellaneous Provisions Applicable to Ground Transportation Operators**

### **No Diversion of Passengers**

Ground Transportation Operators shall not, through their officers, agents, representatives, or employees, divert or cause to be diverted any prospective customer to a location off of Airport property, in order to pick up said customer or item off of Airport property and thereby avoid paying the fees that would otherwise be owed to GJRAA. For example, a Ground Transportation Operator shall not instruct a customer to walk or utilize a Hotel/Motel Courtesy Vehicle to be transported or to transport an item off of Airport property in order to then pick-up the customer at a hotel/motel off of Airport property to avoid paying fees.

### **Signage**

Ground Transportation Operators serving the Airport shall display signage on their vehicles identifying the Ground Transportation Operator and/or such other identification as GJRAA may request to enable GJRAA to determine whether the vehicle is authorized to provide ground transportation, which includes, in the case of commercial limousines/sedans/SUVs, a stamp or sticker issued by the Colorado Public Utilities Commission.

**IV. Fueling Operations**

**A. Fuel Flowage Fees**

Fuel providers and self-fuelers shall pay a fuel flowage fee to GJRAA on all fuel sold or dispensed at the Airport into general aviation, government and military aircraft. Unless specified in an airline use and lease agreement or airline operating agreement, commercial airlines operating out of the terminal building are excluded from fuel flowage fees.

The following fuel flowage per gallon rates apply:

Type	Fuel Flowage Fee (Per Gallon)
Avgas	\$0.2017
Jet A	\$0.2017
Military	\$0.1800

Fuel providers and self-fuelers shall be deemed to owe a fuel flowage fee to GJRAA on the date the fuel is delivered or dispensed into an aircraft. Fuel providers and self-fuelers shall pay the fuel flowage fee required hereunder to GJRAA within thirty (30) days following the end of each calendar month in which fuel is dispensed into an aircraft.

**B. ARFF Standby Services for “Rapid Refueling” Operations**

Fuel Providers shall pay GJRAA one hundred fifty dollars (\$150.00) per hour, billable in 15-minute increments per rescue truck providing coverage for any requested Aircraft Rescue Firefighting (ARFF) standby services associated in any way whatsoever with the fueling of an aircraft while that aircraft’s engine(s) is/are in operation (“rapid refueling”). The ARFF Standby Service charge **begins** when the rescue truck leaves the ARFF bay, or from the current location of the rescue truck if not in the ARFF bay. The ARFF Standby Service charge **terminates** when the rescue truck has returned to the ARFF bay, or back to the original location of the rescue truck if not in the ARFF bay.

**C. Rental Car Fuel Station Fees**

Rental Car Fuel Station Operators purchasing fuel (gasoline) from the GJRAA landside fuel tank shall pay actual fuel cost plus up to \$1.00 per gallon.

V. **Leases of Airport Property**

**Terminal Building Fee**

Non-Aircraft Operator tenants of the terminal building leasing exclusive space and not operating under a current operating agreement will pay \$46.09 per square foot per year.

**Airside Leases**

New Airside Leases will have a rate equal to the greater of fair market value or the maximum price per square foot being charged to current lessees. For the period 4/1/2024 – 3/31/25, the price is \$0.2587 per square foot annually. For the current rate contact the Authority.

**Rental Car Service Area**

4/1/24 – 3/31/25  
*Cost per sq. ft. per month*

Ground	\$0.0196
Building	\$0.5071

**VI. OTHER**

**A. Security Badge Fees**

**SIDA and Sterile Area Badges:**

Includes Criminal History Records Check (“CHRC”) fingerprinting, Security Threat Assessment (“STA”), photo, paperwork, required training class and identification media badge.

Initial Issue.....\$110.00

Renewal.....\$75.00

**AOA Badges:**

Includes STA, photo, paperwork, required training class and identification media badge.

Initial Issue.....\$45.00

Renewal.....\$35.00

**Change from AOA Badge to SIDA Badge**

Initial Issue.....\$110.00

**Lost or Not Returned Badges**

Charge to employer for ID not returned .....\$250.00

Lost badge - 1<sup>st</sup> replacement ..... \$50.00

Lost badge - 2<sup>nd</sup> replacement ..... \$100.00

Lost badge - 3<sup>rd</sup> replacement..... \$300.00

**Keys**

Initial Issue.....\$15.00

Replacement- If broken.....\$15.00

Replacement- If lost or stolen \$100.00 plus the actual cost for re-keying the locks and producing additional key(s).

**B. Airport Parking Violations:**

	Fine paid within 14 days	Fine paid after 14 days
Parking Violation – Curbside	\$75	\$150
Parking Violation – Designated Short-term Parking (per day)	\$15	\$25
Parking Violation – Permit Parking (per day)	\$30	\$45
Handicap Parking Violation (per day)	\$75	\$150

Payments of parking violations are made directly to Clancy Systems International, Inc. Payment of tickets can be made through mail by check, or online by check or credit card (Visa or MasterCard).

**C. Terminal Parking:**

20 minutes or less	FREE
More than 20 minutes	\$2.00 each additional 20 minutes
Daily maximum	\$12.00

**D. Internet and Phone Service:**

Service Provided	Monthly Fee
Internet	\$75
Telephone	\$30

**E. Billable Staff Time:**

Staff Level	Hourly Rate
Level 1	\$100
Level 2	\$75
Level 3	\$50

**F. Monthly Aircraft Tie-Down Fee on Designated GJRAA Maintained Ramp:**

Aircraft less than 12,500 pounds - \$60 per month

**G. Colorado Open Records Act (CORA) Requests**

CORA requests are subject to a research-and-retrieval fee at the maximum rate permissible under Colorado Revised Statute Section 24-72-205(6) and a per-page copy fee at the maximum rate permissible under CRS § 24-72-205(5), provided that both such fees shall be published on the Airport website. As of the effective date, the research-and-retrieval fee is \$33.58 per hour (after the first hour, which is free) and the copy fee is \$.25 per page. Full or partial payment may be required prior to release of public records.

**H. Credit Card Payment Convenience Fee**

Payments made to the Authority via credit card will be assessed a 4% convenience fee.

**I. Lease Transfer Fee**

A fee of \$250 will be charged to cover administrative and legal fees associated with the execution of a lease transfer.

**J. Rental Car Facility Use Fee**

A fee of \$4.00 per transaction day shall be imposed upon rental car customers picking up motor vehicles at the Airport, to be collected, held in trust and remitted to GJRAA by rental car companies in accordance with the terms of each rental car concession agreement.

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

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TOPIC:	Resolution No. 2024-09 – Delegation of Authority		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Adopt Resolution Number 2024-09: Resolution of the Board of Commissioners Regarding Delegation of Authority.		
SUMMARY:	<p>The Board adopted a formal Delegation of Authority in 2021 to more easily distinguish between authorities delegated to the Executive Director and those reserved to the Board. At the time of adoption, the Board determined that the resolution should be reviewed and considered at least once per year. The current resolution sunsets on January 31, 2025.</p> <p>The Board has amended the Delegation of Authority several times since initial adoption. The Board has not requested changes to the version adopted in December 2023 by Resolution 2023-17. Airport Staff recommends modest updates to the Delegation of Authority to, for example: (1) authorize the Executive Director to make minor modifications to leaseholds; (2) authorize the Executive Director to sign new airline use and lease agreements, in addition to airline operating licenses; and (3) extend the sunset date to January 31, 2026.</p>		
REVIEWED BY:	Legal Counsel		
FISCAL IMPACT:	N/A		
ATTACHMENTS:	Resolution Number 2024-09: Resolution of the Board of Commissioners Regarding Delegation of Authority		
STAFF CONTACT:	Angela Padalecki, Executive Director <a href="mailto:apadalecki@gjairport.com">apadalecki@gjairport.com</a> Phone: (970) 852-1247		

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**RESOLUTION NO. 2024-09**  
**RESOLUTION OF THE BOARD OF COMMISSIONERS**  
**REGARDING DELEGATION OF AUTHORITY**

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

**WHEREAS**, GJRAA was formed under and derives its authority from C.R.S. § 41-3-101, *et. seq.*, known as the “Public Airport Authority Act” (the “Act”), and is governed by the GJRAA Board of Commissioners (“Board”); and

**WHEREAS**, Section 41-3-105(1) of the Act provides, “All powers, privileges, and duties vested in or imposed upon any authority organized pursuant to the provisions of this article shall be exercised and performed by and through the board except as otherwise provided by law; but the exercise of any and all executive, administrative and ministerial powers may be by said board delegated and redelegated to any of the officers created or by the board acting under this article”; and

**WHEREAS**, Section 41-3-105(5)(f) of the Act provides that the Board shall have the power “[t]o prescribe by resolution a system of business administration; to create any and all necessary offices; [and] to establish and reestablish the powers and duties and compensation of all officers and employees”; and

**WHEREAS**, Section 41-3-105(5)(g) of the Act provides that the Board shall have the power “[t]o employ clerical, legal, consulting, and engineering assistance and labor, and to delegate and redelegate to such employees the powers conferred by this article, under such conditions and restrictions as shall be fixed by the board to authorize such employees to bind the authority by contract”; and

**WHEREAS**, the Board previously has delegated authority over Airport matters in, for example and without limitation, (i) annual resolutions on financial matters, including both banking and expenditures; (ii) the annual resolution adopting a budget; (iii) the Grand Junction Regional Airport Authority Purchasing and Procurement Policy (current version dated Aug. 15, 2023); (iv) policies on the capitalization and disposal of Airport assets (**current version of Asset Disposal Policy adopted by Resolution 2024-04**); and (v) other Board resolutions and policies; and

**WHEREAS**, the Board believes that formal delegation over certain matters not addressed in other resolutions and policies is desirable in the exercise of the Board’s obligations under the Act; would remove ambiguity about the proper authority for many routine and recurring Airport matters; and further that such delegation should be revisited annually.

**NOW, THEREFORE**, by this Resolution, the Board hereby delegates authority to the Executive Director of the Airport and reserves other powers unto itself, as follows:

1. The following powers shall be delegated to the Executive Director:
  - a. To initiate procurements for goods and services.
  - b. To enter into contract negotiations, including with the apparent best proposer in a solicitation, and present contracts for the Board's consideration.
  - c. To authorize payment of invoices submitted by vendors, contractors and consultants in accordance with executed contracts (for services) and purchase orders (for goods), except to the extent expenditure approval is reserved to the Board in the then-current Purchasing and Procurement Policy or other source.
  - d. To extend or renew a contract or agreement where the GJRAA's consent is ministerial in nature and/or the power to extend or renew is delegated to the Executive Director in the contract or agreement.
  - e. To declare in default or terminate an agreement with which second party is not in compliance.
  - f. To approve permits and licenses for access to Airport property for terms not to exceed thirty (30) days and not to exceed ninety (90) days total, including extensions and renewals.
  - g. To approve minor lease modifications concerning the location and size of leasehold premises, provided the change does not alter the net area leased by more than ten percent (10%).
  - h. To hire and set compensation, benefits and bonuses for Authority employees, in accordance with the annual budget approved by the Board.
  - i. To submit statements of interest, funding requests, lists of grant-eligible projects, and applications for grants and other financial assistance, provided the following conditions are met: (i) the submittal does not contractually commit the GJRAA to accept the grant or assistance, if awarded; (ii) the percentage local match to be required of the GJRAA does not exceed fifty percent of the total award value or two million dollars (\$2,000,000); and (iii) the Executive Director consults with and obtains the consent of the Board's Executive Committee prior to the submission. This delegation does not apply to the powers reserved to the Board in Section 2(c) below, concerning certain grant applications submitted to the Federal Aviation Administration ("FAA").
  - j. To request airport improvement program grant amendments from the FAA and authorize change orders to contractors funded by the grant in accordance with the Purchasing and Procurement Policy, provided that a local match on the part of the GJRAA is not increased by more than the Executive Director's approval limits set

forth in the Purchasing and Procurement Policy and a grant amendment is not increased by more than \$250,000.

- k. To execute airline use and lease agreements and airline operating license agreements, upon establishing that the airline is capable to satisfy the terms and conditions of the agreement or license and the agreement or license conforms in all material respect to the then-current standard form approved by the Board.
- l. To execute airline incentive agreements (marketing and operations), provided the airline is eligible in accordance with the airline incentive policy approved by the Board and the agreement conforms in material respects to the then-current standard form approved by the Board.
- m. To consent to the sublease of Airport property, upon establishing that the sublease agreement conforms to the then-current standard form approved by the Board.
- n. To approve commercial operator permits for the conduct of commercial aeronautical activities, upon establishing that the operator complies with the Airport Minimum Standards and the permit conforms to the then-current standard form approved by the Board.
- o. To approve the form of and execute aviation easements.
- p. To prepare such additional standard form contracts, permits, licenses and other agreements, provided that the authority to approve such agreements shall be reserved to the Board.
- q. To develop, adopt, implement and enforce Standard Operative Procedures, directives and policies that implement, interpret, administer and enforce Board policies and/or that direct the conduct of GJRAA employees.
- r. To develop, adopt, and administer internal forms and agreements for GJRAA employees, including, by way of example but without limitation: parking permit agreement, key agreement, uniform policy, purchase card agreement, motor vehicle record authorization form, and employee conflict-of-interest form.
- s. To develop, sign and implement the Airport Certification Manual and associated Letters of Agreement with the FAA; Airport Security Program; Airport Emergency Program; Tarmac Delay Contingency Plan; Airport Layout Plan and such similar and related documents concerning the operation and management of the Airport as may be required to be prepared under federal law and regulation.
- t. To issue Notices to Airmen, including the authority to temporarily close the Airport in coordination with the FAA.

- u. To prepare and submit the Airport Capital Improvement Plan to the State of Colorado and the FAA.
  - v. To develop and implement policies and programs to preclude unlawful discrimination and promote participation in Airport programs by socially and economically disadvantaged individuals, in accordance with federal law and regulation, including the Disadvantaged Business Enterprise (DBE) Program, Airport Concession Disadvantaged Business Enterprise (ACDBE) Program, Title VI Plan, Community Participation Plan, and Language Assistance Plan.
  - w. To develop and implement a document retention program in accordance with all applicable legal requirements.
2. Notwithstanding the foregoing, the Board recognizes that the following non-exclusive list of powers rest with and shall be reserved to the Board:
- a. To bind the GJRAA by contract, except as explicitly delegated to the Executive Director hereunder or by separate resolution or writing, including contracts for the purchase of goods and services; and leases, licenses, permits and other agreements providing for the use and possession of Airport property.
  - b. To amend the Airport By-Laws.
  - c. To approve the application for grant funding through the FAA Airport Improvement Program and to approve grant agreements and co-sponsorship agreements.
  - d. To approve the form of standard agreements.
  - e. To consent to the assignment of lease agreements and other contracts.
  - f. To approve, revise and rescind policies applicable to the GJRAA and Airport, including but not limited to:
    - i. Airport operating policies and procedures, such as the Lease Policy, Design Intent Guidelines, Non-Commercial Use Policy, General Aviation Minimum Standards, Colorado Open Records Act Policy and Procedures, Airport Rules and Regulations, and Nondiscrimination Policy.
    - ii. Board and employee conduct policies, such as the Code of Professional Conduct, Airport Compliance Program, Employee Handbook, Bring Your Own Device Policy, and Whistleblower Policy.
    - iii. Financial policies, such as the Grant Management and Oversight Policy, Purchasing and Procurement Policy, Asset Capitalization Policy, and Asset Disposal Policy.

- g. The power to adopt such resolutions as necessary and desirable in the interests of the GJRAA and Airport, consistent with the Act and in furtherance of the GJRAA’s role as owner, operator and sponsor of the Airport.
3. The Executive Director may further delegate to her designee(s) the powers conferred in Section 1, provided that any further delegation of powers not documented in the Purchasing and Procurement Policy that contractually bind or obligate the GJRAA must be in writing and kept with this resolution in the records of the Airport.
  4. Nothing in this Resolution shall be construed to prohibit the Executive Director and her staff, in their discretion, from bringing to the Board for its approval matters which have, by this Resolution, been deemed delegated to the Executive Director and her designees.
  5. This Resolution supersedes and replaces Resolution 2014-02 (Resolution of the Board of Commissioners Regarding Authority to Execute Standardized Agreements) but does not otherwise supersede or replace any other Board resolution or policy, except to the extent of a direct conflict, in which event this resolution shall control.
  6. The Board intends that the delegations of authority granted by this Resolution shall be reviewed and approved by the Board on an annual basis. Unless renewed by the Board, the authority granted to the Executive Director by this resolution shall expire at 11:59 pm on January 31, 2026.

ADOPTED this 10th day of **December, 2024**.

Board Members Voting Aye:

Those Voting Nay:


ATTEST:

\_\_\_\_\_  
Tom Benton, Chairman

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Cameron Reece, Clerk

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

TOPIC:	2025 Airport Improvement Program Grant Applications		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approve the four 2025 Airport Improvement Program grant applications for the Runway 12-30 replacement program and authorize the Executive Director to sign and submit the applications to the Federal Aviation Administration (FAA).		
SUMMARY:	<p>The Airport Improvement Program (AIP) grant applications are for projects listed on the Airport's 2025 Capital Improvement Plan (CIP) and that have been discussed with the FAA, CDOT, GJRAA's on-call engineers, and the program manager. Based on guidance from the FAA, the grant funding request for 2025 has been split into four separate grant applications as follows:</p> <ol style="list-style-type: none"><li>1. Construction of Subbase Schedule 2 – 2025 - \$11,593,096</li><li>2. FAA NAVAID Relocation – Design RA - \$807,500</li><li>3. Design of Runway 12-30 pavement – Phase 2 - \$950,000.</li><li>4. Design of Runway 12-30 - Final Package – \$3,325,000</li></ol> <p>The amounts listed above represent 95% of the anticipated project costs for each in expectation that GJRAA will be required to fund 5% and CDOT will fund \$250,000 of the Airport portion. These projects were included in the 2025 budget. If the applications are accepted and funding is awarded, the grant offers will be presented to the Board for individual approval.</p>		
REVIEWED BY:	Executive Director, Program Manager (Colin Bible) and Legal Counsel (Dan Reimer)		
FISCAL IMPACT:	<u>Anticipated Funding Sources</u> Federal - \$16,675,596 CDOT - \$250,000 GJRAA - \$627,662 Total Project Cost - \$17,553,258		
ATTACHMENTS:	<ol style="list-style-type: none"><li>1. Construction: Schedule 2 – 2025 Grant Application</li><li>2. Design: FAA NAVAID Relocation – Design RA Grant Application</li><li>3. Design: Runway 12-30 pavement – Phase 2 Grant Application</li><li>4. Design: Runway 12-30 - Final Package Grant Application</li></ol>		
STAFF CONTACT:	Angela Padalecki <a href="mailto:apadalecki@gjairport.com">apadalecki@gjairport.com</a> Office: 970-248-8588		





**Application for Federal Assistance SF-424**

**\*9. Type of Applicant 1: Select Applicant Type:**

X: Other

Type of Applicant 2: Select Applicant Type:

Pick an applicant type

Type of Applicant 3: Select Applicant Type:

Pick an applicant type

\*Other (Specify)

Airport Authority

**\*10. Name of Federal Agency:**

Federal Aviation Administration

**11. Catalog of Federal Domestic Assistance Number:**

20.106

CFDA Title:

Airport Improvement Program

**\*12. Funding Opportunity Number:**

N/A

\*Title:

N/A

**13. Competition Identification Number:**

N/A

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

City of Grand Junction, Mesa County, State of Colorado

**\*15. Descriptive Title of Applicant's Project:**

Runway Pavement - Subbase Schedule II (Part 2)

Attach supporting documents as specified in agency instructions.

**Application for Federal Assistance SF-424****16. Congressional Districts Of:**

\*a. Applicant: CO-3

\*b. Program/Project: CO-3

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\*a. Start Date: 10/01/2025

\*b. End Date: 12/31/2028

**18. Estimated Funding (\$):**

*a. Federal	\$ 11,593,096
*b. Applicant	\$ 0
*c. State	\$ 0
*d. Local	\$ 360,163
*e. Other	\$ 250,000
*f. Program Income	\$ 0
*g. TOTAL	\$ 12,203,259

**\*19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on \_\_\_\_\_ .
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\*20. Is the Applicant Delinquent On Any Federal Debt?**

Yes No

If "Yes", explain:

21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix: Mrs. \*First Name: Angela

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

\*Last Name: Padalecki

Suffix: \_\_\_\_\_

\*Title: Executive Director

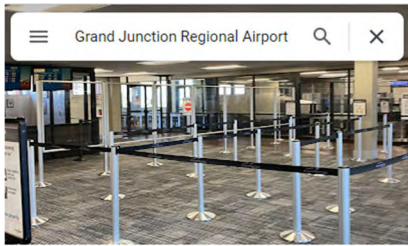
\*Telephone Number: (970) 248-8588

Fax Number:

\* Email: apadalecki@gairport.com

\*Signature of Authorized Representative:

\*Date Signed:



### Grand Junction Regional Airport

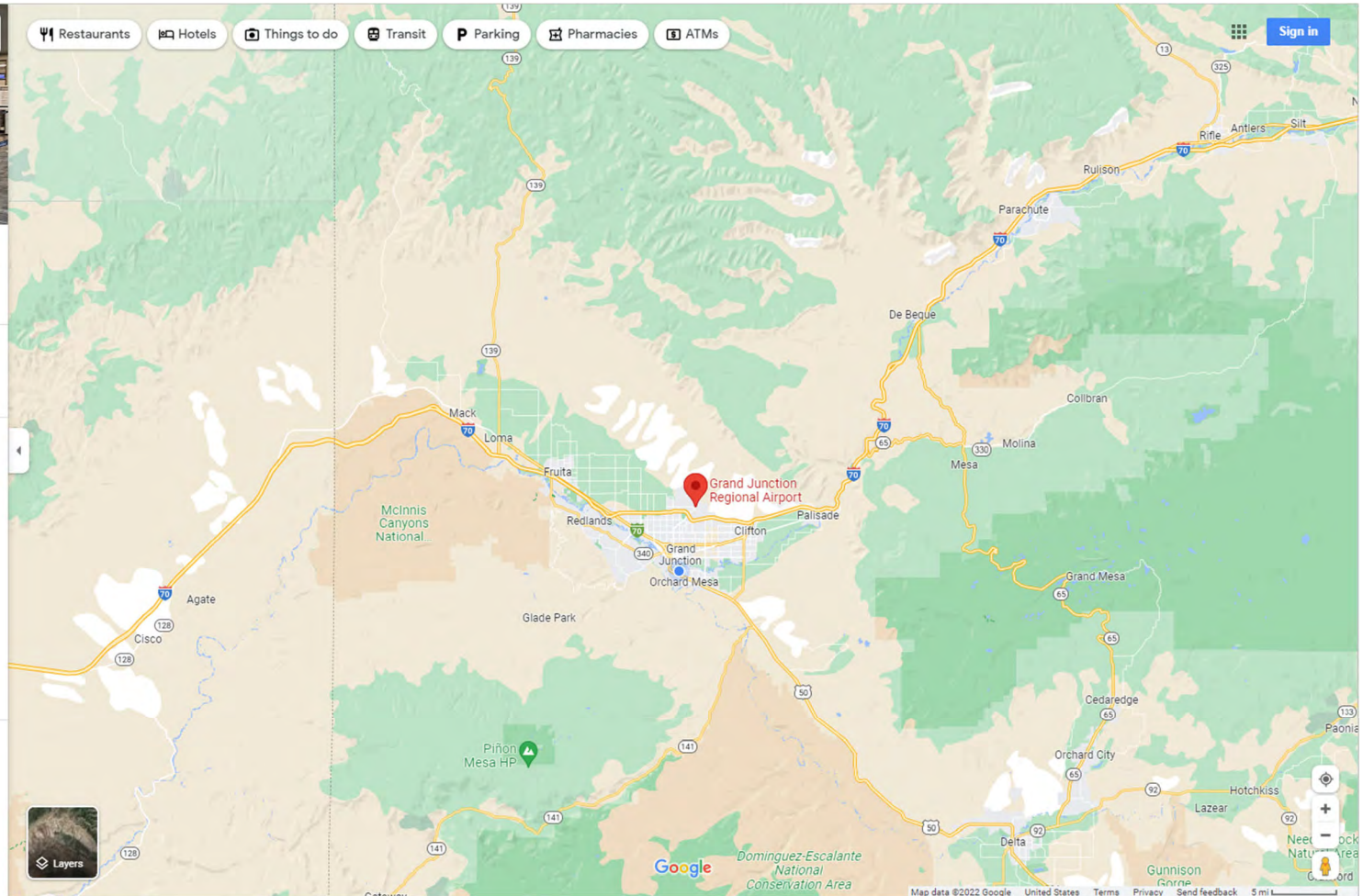
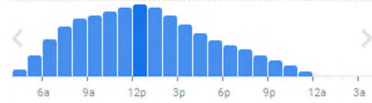
4.4 ★★★★★ 599 reviews  
Regional airport

- Directions
- Save
- Nearby
- Send to phone
- Share

- 2828 Walker Field Dr, Grand Junction, CO 81506
- gjairport.com
- (970) 244-9100
- 4FCC+V8 Grand Junction, Colorado
- Send to your phone
- Claim this business

Suggest an edit

#### Popular times Tuesdays





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## **FAA Form 5100-100, Application for Federal Assistance (Development and Equipment Projects)**

### **Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 28 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200; no assurance of confidentiality is provided. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

### **INSTRUCTIONS FOR FORM 5100-100**

#### **PART I – Application for Federal Assistance**

Part I of the Application for Federal Assistance consists of a completed Standard Form (SF) 424. The remaining parts of Form 5100-100 (Parts II, III and IV) represent continuation pages that the Sponsor must attach to the associated SF-424 form. The signature of the Sponsor's authorized representative on the SF-424 form represents acceptance of the representations and certifications made within the corresponding FAA 5100-100 form.

#### **PART II – Project Approval Information**

This information is necessary for the Federal Aviation Administration to evaluate this request for Federal assistance. Responses do not require an explanation unless explicitly requested by the question.

##### **SECTION A. STATUTORY CONDITIONS**

**Item 1** – Indicate whether the Sponsor maintains an active registration in the Federal System for Award Management (SAM). Pursuant to 2 CFR §25.200(b), a Sponsor must maintain an active registration in the Central Contractor Registration repository (housed within SAM) with current information at the time of the application and during the active period of the Federal award.

**Item 2** – Indicate whether the Sponsor can commence the project within the same fiscal year the grant is made or within 6 months of when the grant is made, whichever is later. Attach explanation for negative responses. This information is considered when allocating discretionary funds. (49 U.S.C. § 47115(d)(2))

**Item 3** – Indicate whether the Sponsor can complete the project without unreasonable delays. If applicable, provide listing of foreseeable events (winter shutdown, land acquisition issues, non-aeronautical events, etc.) that have potential to delay completion of the project. (49 USC § 47106(a))

**Item 4** – Indicate whether the environmental review (i.e. environmental assessment, mitigated FONSI, etc.) identified impacts or effects on the environment that require mitigating measures that lessen the impact or effect on the environment. If yes, provide a summary listing of mitigating measures. (49 U.S.C. § 47106(c))

**Item 5** – Indicate whether the project covered by this request is also covered by an approved Passenger Facility Charge (PFC) application or other Federal assistance program by selecting all applicable check boxes (49 U.S.C. § 40117(d) and 2 CFR § 200.403). If the approved PFC application only addresses the Sponsor's AIP matching share, select the appropriate check box.

If the project, or portions thereof, is covered by another Federal assistance program, identify the Federal assistance program by name and the Catalog of Federal Domestic Assistance (CFDA) number.

**Item 6** – Indicate whether the Sponsor intends to seek reimbursement of Sponsor indirect costs as defined by 2 CFR §200.414 and 2 CFR Appendix VII to Part 200. This information request **does not** include the indirect costs claimed by a for-profit entity (e.g. consultant).

- The de minimis rate may only be used if the Sponsor has not previously received a negotiated Indirect Cost Rata (ICR) and does not exceed the limitations prescribed in Appendix VII to Part 200.
- A Sponsor with an existing approved negotiated ICR must identify the ICR value, the name of the cognizant agency that approved the ICR and the date of approval.

#### **SECTION B. CERTIFICATION REGARDING LOBBYING**

This section addresses the Sponsor's declaration regarding lobbying activities. The declaration made in the section are under signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached.

Title 31 U.S.C. § 1352 establishes that no appropriated funds may be expended by a recipient of a Federal grant to pay any person for influencing or attempting to influence an officer or employee of any agency, Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this covered Federal assistance action. Pursuant to 40 CFR part 20, this certification attests that the Sponsor has not made, and will not make, any payment prohibited payment by 31 U.S.C. § 1352.

## SECTION C. REPRESENTATIONS AND CERTIFICATION

1. **Compatible Land Use** (49 U.S.C. § 47107(a)(10)) – Identify actions the Sponsor has taken to assure land uses in close proximity to the airport are compatible with normal airport operations.
2. **Defaults** – Confirm that Sponsor is not in default on any obligation to the United States or any agency of the United States government.
3. **Possible Disabilities** – Confirm that Sponsor has no facts or circumstances (i.e. legal, financial or otherwise) that might adversely affect the Sponsor in completing the project and carrying out the provisions of the associated Grant Assurances.
4. **Consistency with Local Plans** (49 U.S.C. § 47106(a)) – Confirm project is consistent with plans (existing at the time the project is approved) of public agencies authorized by the State in which the airport is located to plan.
5. **Consideration of Local Interests** (49 U.S.C. § 47106(b)) – Confirm the Sponsor has given fair consideration to the community in and near the project.
6. **Consultation with Users** (49 U.S.C. § 47105(a)) - Confirm the Sponsor has consulted with airport users that will be affected by the project.
7. **Public Hearings** (49 U.S.C. § 47106(c)) – For projects involving the location of an airport, runway or major runway extension, confirm the Sponsor:
  - a. Provided an opportunity for a public hearing to consider economic, social and environmental effects of the project.
  - b. Has voting representation from the communities in which the project is located; or has advised the communities that they have the right to petition the Secretary about the proposed project.
8. **Air and Water Quality Standards** - Confirm Sponsor will comply with applicable air and water quality standards.
9. **Exclusive Rights** (49 U.S.C. § 47107(a)) – Identify all instances of exclusive rights to conduct aeronautical services at the airport.
10. **Land (49 U.S.C. § 47106(b))** –
  - a. Identify property interests specific to the development project and/or land acquisition. The declaration of property interest is to be based upon a title opinion submitted by an attorney. When identifying the property interest, use the same parcel numbers as used to identify the property on the associated Exhibit A property map.  
Example: *“Sponsor maintains property interest as depicted within the property table on the Exhibit A property map dated \_\_\_/\_\_\_/\_\_\_ originally filed with AIP Project ###.”*
  - b. Complete this subpart if the Sponsor proposes a project for which they have not yet obtained appropriate property interests. Note that the work may not commence until Sponsor obtains acceptable property interests. Identify such property by parcel number that corresponds to the associated Exhibit A property map.
  - c. Complete this subpart when acquiring property interests under the grant. Identify such property by parcel number that corresponds to the associated Exhibit A property map.

## **PART III – Budget Information**

### **SECTION A. GENERAL**

**1. Assistance Listing Number** - Show the Assistance Listing Number from which the assistance is requested.

**2. Functional or Other Breakout:** Indicate “Airport Improvement Program”. Prepare a separate set of Part III forms for other Federal program categories.

### **SECTION B. CALCULATION OF FEDERAL GRANT**

When applying for a new grant, use the Total Amount Column only. Use all columns when requesting revisions of previously awarded amounts.

**Line 1** - Enter amounts needed for administration expenses, which may include such items as: legal fees, mailing/shipping expenses, audit fees and documented Sponsor employee time that is necessary to administer the grant.

**Line 2** - Enter amounts pertaining to allowable preliminary expenses. These include such expenses as independent fee estimate preparation, advertising expenses and permits.

**Line 3** - Enter amounts directly associated with the acquisition of land, existing structures, and related right-of-way.

**Line 4** - Enter fees for architectural engineering basic services.

**Line 5** - Enter amounts for architectural engineering special services (e.g. surveys, tests and borings).

**Line 6** - Enter fees for inspection, testing and monitoring of construction and related programs.

**Line 7** - Enter amounts associated with the development of land where the primary purpose of the grant is land improvement. Site work normally associated with major construction should be excluded from this category and shown on line 11.

**Line 8** - Enter the dollar amounts needed to provide relocation advisory assistance, and the net amounts for replacement (last resort) housing. Do not include relocation administration expenses on this Line; include them on Line 1.

**Line 9** - Enter the estimated amount of relocation payments to be made to displaced persons, business concerns, and non-profit organizations for moving expenses and replacement housing.

**Line 10** - Enter the cost of demolition or removal of improvements on developed land. Reduce the costs on this line by the amount of expected proceeds from the sale of salvage, if so instructed by the Federal grantor agency. Otherwise, show the proceeds on Line 15.

**Line 11** - Enter amounts for the actual construction of, addition to or restoration of a facility. Include in this category the amounts of project improvements such as grading, drainage, paving, marking, lighting, buildings, seeding/sodding, etc.

**Line 12** - Enter amounts for equipment. Examples include ARFF vehicles, SRE equipment, AWOS equipment, interactive training, NAVAID equipment, etc.)

**Line 13** - Enter miscellaneous amounts for items not specifically covered by previous categories.

**Line 14** - Enter the sum of Lines 1-13.

**Line 15** - Enter the estimated amount of program income that will be earned during the grant period and applied to the program. Examples include vehicle trade-in value, sale of millings resulting from project, credits passed on from contractor, etc. This line may be used to indicate applied liquidated damages.

**Line 16** - Enter the difference between Line 14 and Line 15.

**Line 17** - Enter the aggregate amount for those items, which are a part of the project but not subject to Federal participation. Refer to Section C, exclusions.

**Line 18** - Enter the subtotal sum of Lines 16 and 17. (This is the amount to which the matching share ratio prescribed in program legislation is applied.)

**Line 19** - Indicate the total amount of the Federal assistance requested. This value is determined by multiplying the grant participation rate by the amount indicated in line 18.

**Line 20** - Indicate the amount of the Grantee's share (from Section D).

**Line 21** - Indicate the amount of other shares (from Section D)

**Line 22** - Indicate sum of Lines 19, 20 and 21.

#### **SECTION C. EXCLUSIONS**

**Line 23 a-g** - Identify and list those costs which are part of the project cost but are not subject to Federal participation because of program legislation or Federal grantor agency instructions. The total amount on Line g should agree with the amount shown on Line 17 of Section B.

#### **SECTION D. PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE**

**Line 24 a-g** - Show the source of the grantee's share. If cash is not immediately available, specify the actions completed to date and those actions remaining to make cash available under Section E - Remarks. Indicate also the period of time that will be required after execution of the grant agreement to obtain the funds. If there is a non-cash contribution, explain what this contribution will consist of.

**Line 24h** - Indicate total of Lines 24 a-g. This amount must equal the amount in Section B, Line 20.

**Line 25a** - Show the amount that will be contributed by a State or state agency, only if the applicant is not a State or state agency. If there is a non-cash or other contribution, explain what the contribution will consist of under Section E - Remarks.

**Line 25b** - Show the amount that will be contributed from other sources. If there is a non-cash contribution, explain what the contribution will consist of under Section E - Remarks.

**Line 25c** - Show the total of Lines 25a and 25b. This amount must be the same as the amount shown in Section B, Line 21.

**Line 26** - Enter the totals of Lines 24h and 25c.

#### **SECTION E. OTHER REMARKS**

Make any remarks pertinent to the project and provide any other information required by these instructions or the grantor agency. Attach additional sheets, if necessary.



## **PART IV – Program Narrative**

Prepare the program narrative statement in accordance with the following instructions for all new grant programs. Requests for supplemental assistance should be responsive to Item 5b only. Requests for continuation or refunding or other changes of an approved project should be responsive to Item 5c only.

### **1. OBJECTIVES AND NEED FOR THIS ASSISTANCE**

Provide a short and concise description of the proposed improvement. Include a narrative on why this improvement is needed.

### **2. RESULTS OR BENEFITS EXPECTED**

Identify results and benefits to be derived. For example, include a description of who will occupy the facility and show how the facility will be used. For land acquisition or development projects, explain how the project will benefit the public.

### **3. APPROACH**

- a. Outline a plan of action pertaining to the scope and detail of how the Sponsor proposes to accomplish the work.
- b. Cite factors, which might accelerate or decelerate the work, and your reason for taking this approach as opposed to others. Describe any unusual features of the project such as construction approach, reductions in cost or time or extraordinary social and community involvements.
- c. Provide projections of project milestone dates. As a minimum, identify target dates for defining project costs (i.e. bid opening or completion of negotiations), anticipated issuance of notice-to-proceed and anticipated project completion date.
- d. Identify monitoring and oversight mechanisms the Sponsor proposes to implement.
- e. List key individuals and entities such as consultant, Sponsor personnel and contractor who will work on the project. Provide a short description of the nature of their effort or contribution.

### **4. GEOGRAPHIC LOCATION**

Identify location of the project. This will typically be the name of the airport.

### **5. IF APPLICABLE, PROVIDE THE FOLLOWING INFORMATION:**

- a. Describe the relationship between this project and other work planned, anticipated or underway under the Federal Assistance listed under Part II, Section A, Item 5.
- b. Explain the reason for all requests for supplemental assistance and justify the need for additional funding.
- c. If there have been significant changes in the project objectives, location, approach or time delays, explain and justify. For other requests for changes or amendments, explain the reason for the change(s). If the scope, budget, or objectives have changed or an extension of time is necessary, explain the circumstances and justify.

### **6. SPONSOR'S REPRESENTATIVE**

Identify contact information of Sponsor's representative.

## Application for Federal Assistance (Development and Equipment Projects)

### PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A			
The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.			
<b>Item 1.</b> Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	Yes	No	
<b>Item 2.</b> Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	Yes	No	N/A
<b>Item 3.</b> Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	Yes	No	N/A
<b>Item 4.</b> Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).	Yes	No	N/A
<b>Item 5.</b> Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes.  <div style="margin-left: 20px;">                     The project is included in an <i>approved</i> PFC application.                      If included in an approved PFC application,                      does the application <i>only</i> address AIP matching share?      Yes      No                 </div> The project is included in another Federal Assistance program. Its CFDA number is below.	Yes	No	N/A
<b>Item 6.</b> Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?  If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:  <div style="margin-left: 20px;">                     De Minimis rate of 10% as permitted by 2 CFR § 200.414.                       Negotiated Rate equal to                      % as approved by    (the Cognizant Agency)                      on    (Date) (2 CFR part 200, appendix VII).                 </div> <i>Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.</i>	Yes	No	N/A

**PART II - SECTION B**

**Certification Regarding Lobbying**

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

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

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

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

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

**PART II – SECTION C**

The Sponsor hereby represents and certifies as follows:

**1. Compatible Land Use** – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The Sponsor has reviewed the City of Grand Junction and Mesa County development codes and zoning. This project is consistent with existing plans.

**2. Defaults** – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The Sponsor is not in default on any obligations to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport.

**3. Possible Disabilities** – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

There are no possible disabilities which might make it impossible to carry out the completion of the Project.

**4. Consistency with Local Plans** – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

The Project is consistent with local plans.

**5. Consideration of Local Interest** – It has given fair consideration to the interest of communities in or near where the project may be located.

The Project has given fair consideration to local interest and has been approved in an advertised public meeting.

**6. Consultation with Users** – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

The Project has taken into account User Consultation and has been approved in an advertised public meeting.

**7. Public Hearings** – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

The Project has taken into account User Consultation and has been approved in an advertised public meeting.

**8. Air and Water Quality Standards** – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

The Project will be located, designed, constructed, and operated so as to comply with air and water quality standards.

**PART II – SECTION C (Continued)**

**9. Exclusive Rights** – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

There are no grants of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor.

**10. Land** – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

The Authority owns all property to be developed in connection with this project and there are no exceptions, encumbrances, or adverse interests on land connected to the Airport. See Exhibit A on Last page.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

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<sup>1</sup> State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

**PART III – BUDGET INFORMATION – CONSTRUCTION**

<b>SECTION A – GENERAL</b>	
1. Assistance Listing Number:	20.106
2. Functional or Other Breakout:	Airport Improvement Program

<b>SECTION B – CALCULATION OF FEDERAL GRANT</b>			
<b>Cost Classification</b>	<b>Latest Approved Amount (Use only for revisions)</b>	<b>Adjustment + or (-) Amount (Use only for revisions)</b>	<b>Total Amount Required</b>
1. Administration expense			\$ 20,000
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			1,296,606
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			10,886,653
12. Equipment			
13. Miscellaneous			
<b>14. Subtotal</b> (Lines 1 through 13)			<b>\$ 12,203,259</b>
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			12,203,259
17. <b>Less:</b> Ineligible Exclusions (Section C, line 23 g.)			
<b>18. Subtotal</b> (Lines 16 through 17)			<b>\$ 12,203,259</b>
19. Federal Share requested of Line 18			11,593,096
20. Grantee share			360,163
21. Other shares			250,000
<b>22. TOTAL PROJECT</b> (Lines 19, 20 & 21)			<b>\$ 12,203,259</b>

<b>SECTION C – EXCLUSIONS</b>	
<b>23. Classification (Description of non-participating work)</b>	<b>Amount Ineligible for Participation</b>
a.	
b.	
c.	
d.	
e.	
f.	
g. <b>Total</b>	

<b>SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE</b>	
<b>24. Grantee Share – Fund Categories</b>	<b>Amount</b>
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	360,163
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. <b>TOTAL - Grantee share</b>	<b>\$ 360,163</b>
<b>25. Other Shares</b>	<b>Amount</b>
a. State	250,000
b. Other	
c. <b>TOTAL - Other Shares</b>	
<b>26. TOTAL NON-FEDERAL FINANCING</b>	<b>\$ 610,163</b>

<b>SECTION E – REMARKS</b> (Attach sheets if additional space is required)

**PART IV – PROGRAM NARRATIVE**  
(Suggested Format)

<b>PROJECT:</b> Runway Pavement - Subbase Schedule II (Part 2)
<b>AIRPORT:</b> Grand Junction Regional Airport (GJT)
<b>1. Objective:</b> This project is a continuation of the Runway 11-29 Replacement Program. The goal continues to be relocation of the Runway with minimal impact to the aircraft and tenants, including maintaining IFR procedures, Navigational Aids, etc. Construction of this phase of runway pavement will begin in Fall 2025. This project will include contractor bid pricing, M&H CPS, and Garver project management services.
<b>2. Benefits Anticipated:</b> This project will continue construction phases on runway 12-30 and allow for further construction phases of the runway to be built following this project.
<b>3. Approach:</b> (See approved Scope of Work in Final Application) See scope of work
<b>4. Geographic Location:</b> The Grand Junction Regional Airport is located approximately 2 miles Northeast of the central business district of Grand Junction, Colorado. The physical address of the Airport is 2828 Walker Field Drive, Grand Junction, Colorado 81506.
<b>5. If Applicable, Provide Additional Information:</b>
<b>6. Sponsor's Representative:</b> (include address & telephone number) 2828 Walker Field Drive Grand Junction, Colorado 81506 (970) 244-9100



**CIP/PREAPPLICATION DATA SHEET**

AIRPORT: Grand Junction Regional Airport (GJT) LOCAL PRIORITY: N/A UPDATED: December 2024  
 WORK ITEM: Runway Pavement - Subbase Schedule II (Part 2)

**SKETCH:**



**JUSTIFICATION:** Runway 12-30 Pavement - Subbase Schedule II (Part 2) is the continuation of the Runway 11-29 Replacement/Relocation Program. The goal continues to be relocation of the Runway with minimal impact the aircraft users, including maintaining IFR procedures, Navigational Aids, etc. Construction of the runway pavement subbase section is anticipated to begin Fall 2025.

**SPONSOR SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**COST ESTIMATE: \$12,203,259** Item (Runway pavement subbase)

ADMINISTRATION:	\$ 20,000		\$		\$
ENGINEERING:	\$ 1,296,606		\$		\$
CONSTRUCTION:	\$ 10,886,653		\$	TOTAL:	\$ 12,203,259

**ADO USE:**

PREAPP NO: \_\_\_\_\_ GRANT NO: \_\_\_\_\_ NPIAS CODE: \_\_\_\_\_ WORK CODE: \_\_\_\_\_ FAA PRIOR: \_\_\_\_\_ FED \$ \_\_\_\_\_



**Application for Federal Assistance SF-424**

**\*9. Type of Applicant 1: Select Applicant Type:**

X: Other

Type of Applicant 2: Select Applicant Type:

Pick an applicant type

Type of Applicant 3: Select Applicant Type:

Pick an applicant type

\*Other (Specify)

Airport Authority

**\*10. Name of Federal Agency:**

Federal Aviation Administration

**11. Catalog of Federal Domestic Assistance Number:**

20.106

CFDA Title:

Airport Improvement Program

**\*12. Funding Opportunity Number:**

N/A

\*Title:

N/A

**13. Competition Identification Number:**

N/A

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

City of Grand Junction, Mesa County, State of Colorado

**\*15. Descriptive Title of Applicant's Project:**

RW 11/29 NAVAIDS RA

Attach supporting documents as specified in agency instructions.

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\*a. Applicant: CO-3 \*b. Program/Project: CO-3

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\*a. Start Date: 06/01/2025 \*b. End Date: 02/28/2027

**18. Estimated Funding (\$):**

*a. Federal	\$ 807,500
*b. Applicant	\$ 0
*c. State	\$ 0
*d. Local	\$ 42,500
*e. Other	\$ 0
*f. Program Income	\$ 0
*g. TOTAL	\$ 850,000

**\*19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on \_\_\_\_\_.
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\*20. Is the Applicant Delinquent On Any Federal Debt?**

Yes  No

**If "Yes", explain:**

21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

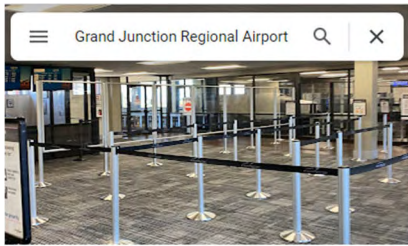
Prefix: Miss \*First Name: Angela  
Middle Name: \_\_\_\_\_  
\*Last Name: Padalecki  
Suffix: \_\_\_\_\_

\*Title: Executive Director

\*Telephone Number: (970) 248-8588 Fax Number: \_\_\_\_\_

\* Email: apadalecki@gairport.com

\*Signature of Authorized Representative: \_\_\_\_\_ \*Date Signed: \_\_\_\_\_



### Grand Junction Regional Airport

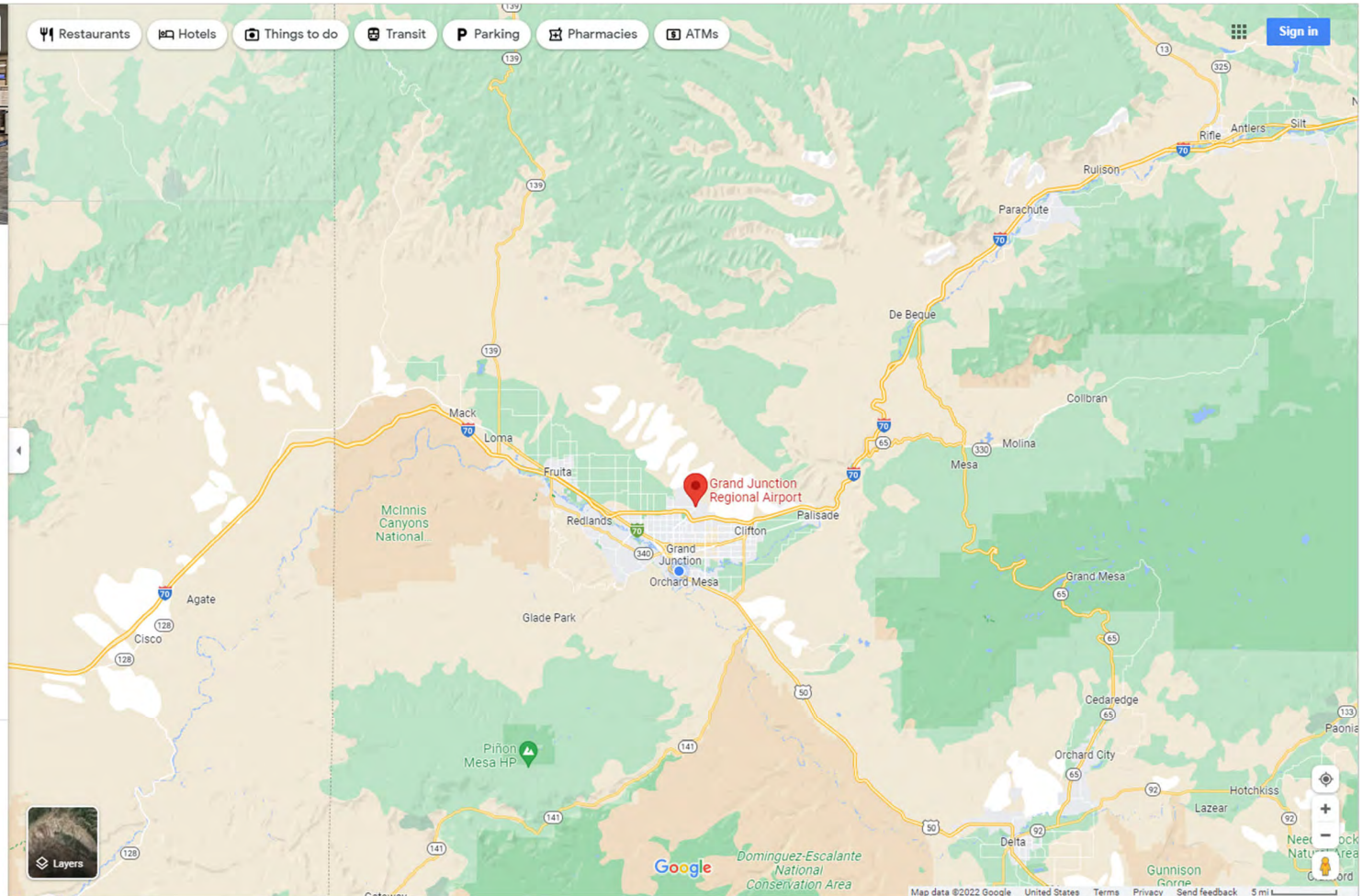
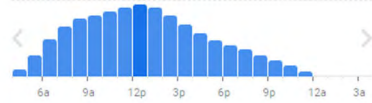
4.4 ★★★★★ 599 reviews  
Regional airport

- Directions
- Save
- Nearby
- Send to phone
- Share

- 2828 Walker Field Dr, Grand Junction, CO 81506
- gjairport.com
- (970) 244-9100
- 4FCC+V8 Grand Junction, Colorado
- Send to your phone
- Claim this business

[Suggest an edit](#)

#### Popular times Tuesdays





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## **FAA Form 5100-100, Application for Federal Assistance (Development and Equipment Projects)**

### **Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 28 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200; no assurance of confidentiality is provided. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

## **INSTRUCTIONS FOR FORM 5100-100**

### **PART I – Application for Federal Assistance**

Part I of the Application for Federal Assistance consists of a completed Standard Form (SF) 424. The remaining parts of Form 5100-100 (Parts II, III and IV) represent continuation pages that the Sponsor must attach to the associated SF-424 form. The signature of the Sponsor's authorized representative on the SF-424 form represents acceptance of the representations and certifications made within the corresponding FAA 5100-100 form.

### **PART II – Project Approval Information**

This information is necessary for the Federal Aviation Administration to evaluate this request for Federal assistance. Responses do not require an explanation unless explicitly requested by the question.

#### **SECTION A. STATUTORY CONDITIONS**

**Item 1** – Indicate whether the Sponsor maintains an active registration in the Federal System for Award Management (SAM). Pursuant to 2 CFR §25.200(b), a Sponsor must maintain an active registration in the Central Contractor Registration repository (housed within SAM) with current information at the time of the application and during the active period of the Federal award.

**Item 2** – Indicate whether the Sponsor can commence the project within the same fiscal year the grant is made or within 6 months of when the grant is made, whichever is later. Attach explanation for negative responses. This information is considered when allocating discretionary funds. (49 U.S.C. § 47115(d)(2))

**Item 3** – Indicate whether the Sponsor can complete the project without unreasonable delays. If applicable, provide listing of foreseeable events (winter shutdown, land acquisition issues, non-aeronautical events, etc.) that have potential to delay completion of the project. (49 USC § 47106(a))

**Item 4** – Indicate whether the environmental review (i.e. environmental assessment, mitigated FONSI, etc.) identified impacts or effects on the environment that require mitigating measures that lessen the impact or effect on the environment. If yes, provide a summary listing of mitigating measures. (49 U.S.C. § 47106(c))

**Item 5** – Indicate whether the project covered by this request is also covered by an approved Passenger Facility Charge (PFC) application or other Federal assistance program by selecting all applicable check boxes (49 U.S.C. § 40117(d) and 2 CFR § 200.403). If the approved PFC application only addresses the Sponsor's AIP matching share, select the appropriate check box.

If the project, or portions thereof, is covered by another Federal assistance program, identify the Federal assistance program by name and the Catalog of Federal Domestic Assistance (CFDA) number.

**Item 6** – Indicate whether the Sponsor intends to seek reimbursement of Sponsor indirect costs as defined by 2 CFR §200.414 and 2 CFR Appendix VII to Part 200. This information request **does not** include the indirect costs claimed by a for-profit entity (e.g. consultant).

- The de minimis rate may only be used if the Sponsor has not previously received a negotiated Indirect Cost Rata (ICR) and does not exceed the limitations prescribed in Appendix VII to Part 200.
- A Sponsor with an existing approved negotiated ICR must identify the ICR value, the name of the cognizant agency that approved the ICR and the date of approval.

#### **SECTION B. CERTIFICATION REGARDING LOBBYING**

This section addresses the Sponsor's declaration regarding lobbying activities. The declaration made in the section are under signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached.

Title 31 U.S.C. § 1352 establishes that no appropriated funds may be expended by a recipient of a Federal grant to pay any person for influencing or attempting to influence an officer or employee of any agency, Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this covered Federal assistance action. Pursuant to 40 CFR part 20, this certification attests that the Sponsor has not made, and will not make, any payment prohibited payment by 31 U.S.C. § 1352.

## SECTION C. REPRESENTATIONS AND CERTIFICATION

1. **Compatible Land Use** (49 U.S.C. § 47107(a)(10)) – Identify actions the Sponsor has taken to assure land uses in close proximity to the airport are compatible with normal airport operations.
2. **Defaults** – Confirm that Sponsor is not in default on any obligation to the United States or any agency of the United States government.
3. **Possible Disabilities** – Confirm that Sponsor has no facts or circumstances (i.e. legal, financial or otherwise) that might adversely affect the Sponsor in completing the project and carrying out the provisions of the associated Grant Assurances.
4. **Consistency with Local Plans** (49 U.S.C. § 47106(a)) – Confirm project is consistent with plans (existing at the time the project is approved) of public agencies authorized by the State in which the airport is located to plan.
5. **Consideration of Local Interests** (49 U.S.C. § 47106(b)) – Confirm the Sponsor has given fair consideration to the community in and near the project.
6. **Consultation with Users** (49 U.S.C. § 47105(a)) - Confirm the Sponsor has consulted with airport users that will be affected by the project.
7. **Public Hearings** (49 U.S.C. § 47106(c)) – For projects involving the location of an airport, runway or major runway extension, confirm the Sponsor:
  - a. Provided an opportunity for a public hearing to consider economic, social and environmental effects of the project.
  - b. Has voting representation from the communities in which the project is located; or has advised the communities that they have the right to petition the Secretary about the proposed project.
8. **Air and Water Quality Standards** - Confirm Sponsor will comply with applicable air and water quality standards.
9. **Exclusive Rights** (49 U.S.C. § 47107(a)) – Identify all instances of exclusive rights to conduct aeronautical services at the airport.
10. **Land (49 U.S.C. § 47106(b))** –
  - a. Identify property interests specific to the development project and/or land acquisition. The declaration of property interest is to be based upon a title opinion submitted by an attorney. When identifying the property interest, use the same parcel numbers as used to identify the property on the associated Exhibit A property map.  
Example: *“Sponsor maintains property interest as depicted within the property table on the Exhibit A property map dated \_\_\_/\_\_\_/\_\_\_ originally filed with AIP Project ###.”*
  - b. Complete this subpart if the Sponsor proposes a project for which they have not yet obtained appropriate property interests. Note that the work may not commence until Sponsor obtains acceptable property interests. Identify such property by parcel number that corresponds to the associated Exhibit A property map.
  - c. Complete this subpart when acquiring property interests under the grant. Identify such property by parcel number that corresponds to the associated Exhibit A property map.



## **PART III – Budget Information**

### **SECTION A. GENERAL**

**1. Assistance Listing Number** - Show the Assistance Listing Number from which the assistance is requested.

**2. Functional or Other Breakout:** Indicate “Airport Improvement Program”. Prepare a separate set of Part III forms for other Federal program categories.

### **SECTION B. CALCULATION OF FEDERAL GRANT**

When applying for a new grant, use the Total Amount Column only. Use all columns when requesting revisions of previously awarded amounts.

**Line 1** - Enter amounts needed for administration expenses, which may include such items as: legal fees, mailing/shipping expenses, audit fees and documented Sponsor employee time that is necessary to administer the grant.

**Line 2** - Enter amounts pertaining to allowable preliminary expenses. These include such expenses as independent fee estimate preparation, advertising expenses and permits.

**Line 3** - Enter amounts directly associated with the acquisition of land, existing structures, and related right-of-way.

**Line 4** - Enter fees for architectural engineering basic services.

**Line 5** - Enter amounts for architectural engineering special services (e.g. surveys, tests and borings).

**Line 6** - Enter fees for inspection, testing and monitoring of construction and related programs.

**Line 7** - Enter amounts associated with the development of land where the primary purpose of the grant is land improvement. Site work normally associated with major construction should be excluded from this category and shown on line 11.

**Line 8** - Enter the dollar amounts needed to provide relocation advisory assistance, and the net amounts for replacement (last resort) housing. Do not include relocation administration expenses on this Line; include them on Line 1.

**Line 9** - Enter the estimated amount of relocation payments to be made to displaced persons, business concerns, and non-profit organizations for moving expenses and replacement housing.

**Line 10** - Enter the cost of demolition or removal of improvements on developed land. Reduce the costs on this line by the amount of expected proceeds from the sale of salvage, if so instructed by the Federal grantor agency. Otherwise, show the proceeds on Line 15.

**Line 11** - Enter amounts for the actual construction of, addition to or restoration of a facility. Include in this category the amounts of project improvements such as grading, drainage, paving, marking, lighting, buildings, seeding/sodding, etc.

**Line 12** - Enter amounts for equipment. Examples include ARFF vehicles, SRE equipment, AWOS equipment, interactive training, NAVAID equipment, etc.)

**Line 13** - Enter miscellaneous amounts for items not specifically covered by previous categories.

**Line 14** - Enter the sum of Lines 1-13.

**Line 15** - Enter the estimated amount of program income that will be earned during the grant period and applied to the program. Examples include vehicle trade-in value, sale of millings resulting from project, credits passed on from contractor, etc. This line may be used to indicate applied liquidated damages.

**Line 16** - Enter the difference between Line 14 and Line 15.

**Line 17** - Enter the aggregate amount for those items, which are a part of the project but not subject to Federal participation. Refer to Section C, exclusions.

**Line 18** – Enter the subtotal sum of Lines 16 and 17. (This is the amount to which the matching share ratio prescribed in program legislation is applied.)

**Line 19** - Indicate the total amount of the Federal assistance requested. This value is determined by multiplying the grant participation rate by the amount indicated in line 18.

**Line 20** – Indicate the amount of the Grantee's share (from Section D).

**Line 21** – Indicate the amount of other shares (from Section D)

**Line 22** – Indicate sum of Lines 19, 20 and 21.

#### **SECTION C. EXCLUSIONS**

**Line 23 a-g** - Identify and list those costs which are part of the project cost but are not subject to Federal participation because of program legislation or Federal grantor agency instructions. The total amount on Line g should agree with the amount shown on Line 17 of Section B.

#### **SECTION D. PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE**

**Line 24 a-g** - Show the source of the grantee's share. If cash is not immediately available, specify the actions completed to date and those actions remaining to make cash available under Section E - Remarks. Indicate also the period of time that will be required after execution of the grant agreement to obtain the funds. If there is a non-cash contribution, explain what this contribution will consist of.

**Line 24h** - Indicate total of Lines 24 a-g. This amount must equal the amount in Section B, Line 20.

**Line 25a** - Show the amount that will be contributed by a State or state agency, only if the applicant is not a State or state agency. If there is a non-cash or other contribution, explain what the contribution will consist of under Section E - Remarks.

**Line 25b** - Show the amount that will be contributed from other sources. If there is a non-cash contribution, explain what the contribution will consist of under Section E - Remarks.

**Line 25c** - Show the total of Lines 25a and 25b. This amount must be the same as the amount shown in Section B, Line 21.

**Line 26** - Enter the totals of Lines 24h and 25c.

#### **SECTION E. OTHER REMARKS**

Make any remarks pertinent to the project and provide any other information required by these instructions or the grantor agency. Attach additional sheets, if necessary.

## **PART IV – Program Narrative**

Prepare the program narrative statement in accordance with the following instructions for all new grant programs. Requests for supplemental assistance should be responsive to Item 5b only. Requests for continuation or refunding or other changes of an approved project should be responsive to Item 5c only.

### **1. OBJECTIVES AND NEED FOR THIS ASSISTANCE**

Provide a short and concise description of the proposed improvement. Include a narrative on why this improvement is needed.

### **2. RESULTS OR BENEFITS EXPECTED**

Identify results and benefits to be derived. For example, include a description of who will occupy the facility and show how the facility will be used. For land acquisition or development projects, explain how the project will benefit the public.

### **3. APPROACH**

- a. Outline a plan of action pertaining to the scope and detail of how the Sponsor proposes to accomplish the work.
- b. Cite factors, which might accelerate or decelerate the work, and your reason for taking this approach as opposed to others. Describe any unusual features of the project such as construction approach, reductions in cost or time or extraordinary social and community involvements.
- c. Provide projections of project milestone dates. As a minimum, identify target dates for defining project costs (i.e. bid opening or completion of negotiations), anticipated issuance of notice-to-proceed and anticipated project completion date.
- d. Identify monitoring and oversight mechanisms the Sponsor proposes to implement.
- e. List key individuals and entities such as consultant, Sponsor personnel and contractor who will work on the project. Provide a short description of the nature of their effort or contribution.

### **4. GEOGRAPHIC LOCATION**

Identify location of the project. This will typically be the name of the airport.

### **5. IF APPLICABLE, PROVIDE THE FOLLOWING INFORMATION:**

- a. Describe the relationship between this project and other work planned, anticipated or underway under the Federal Assistance listed under Part II, Section A, Item 5.
- b. Explain the reason for all requests for supplemental assistance and justify the need for additional funding.
- c. If there have been significant changes in the project objectives, location, approach or time delays, explain and justify. For other requests for changes or amendments, explain the reason for the change(s). If the scope, budget, or objectives have changed or an extension of time is necessary, explain the circumstances and justify.

### **6. SPONSOR'S REPRESENTATIVE**

Identify contact information of Sponsor's representative.

## Application for Federal Assistance (Development and Equipment Projects)

### PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A			
The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.			
<b>Item 1.</b> Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	Yes	No	
<b>Item 2.</b> Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	Yes	No	N/A
<b>Item 3.</b> Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	Yes	No	N/A
<b>Item 4.</b> Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).	Yes	No	N/A
<b>Item 5.</b> Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes.  <div style="margin-left: 20px;">                     The project is included in an <i>approved</i> PFC application.                      If included in an approved PFC application,                      does the application <i>only</i> address AIP matching share?      Yes      No                 </div> The project is included in another Federal Assistance program. Its CFDA number is below.	Yes	No	N/A
<b>Item 6.</b> Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?  If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:  <div style="margin-left: 20px;">                     De Minimis rate of 10% as permitted by 2 CFR § 200.414.                       Negotiated Rate equal to                      % as approved by    (the Cognizant Agency)                      on    (Date) (2 CFR part 200, appendix VII).                 </div> <i>Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.</i>	Yes	No	N/A

**PART II - SECTION B**

**Certification Regarding Lobbying**

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

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

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

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

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

**PART II – SECTION C**

The Sponsor hereby represents and certifies as follows:

**1. Compatible Land Use** – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The Sponsor has reviewed the City of Grand Junction and Mesa County development codes and zoning. This project is consistent with existing plans.

**2. Defaults** – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The Sponsor is not in default on any obligations to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport.

**3. Possible Disabilities** – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

There are no possible disabilities which might make it impossible to carry out the completion of the Project.

**4. Consistency with Local Plans** – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

The Project is consistent with local plans.

**5. Consideration of Local Interest** – It has given fair consideration to the interest of communities in or near where the project may be located.

The Project has given fair consideration to local interest and has been approved in an advertised public meeting.

**6. Consultation with Users** – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

The Project has taken into account User Consultation and has been approved in an advertised public meeting.

**7. Public Hearings** – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

The Project has taken into account User Consultation and has been approved in an advertised public meeting.

**8. Air and Water Quality Standards** – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

The Project will be located, designed, constructed, and operated so as to comply with air and water quality standards.

**PART II – SECTION C (Continued)**

**9. Exclusive Rights** – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

There are no grants of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor.

**10. Land** – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

The Authority owns all property to be developed in connection with this project and there are no exceptions, encumbrances, or adverse interests on land connected to the Airport. See Exhibit A on Last page.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

---

<sup>1</sup> State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

**PART III – BUDGET INFORMATION – CONSTRUCTION**

<b>SECTION A – GENERAL</b>	
1. Assistance Listing Number:	20.106
2. Functional or Other Breakout:	Airport Improvement Program

<b>SECTION B – CALCULATION OF FEDERAL GRANT</b>			
<b>Cost Classification</b>	<b>Latest Approved Amount (Use only for revisions)</b>	<b>Adjustment + or (-) Amount (Use only for revisions)</b>	<b>Total Amount Required</b>
1. Administration expense			
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			
13. Miscellaneous			850,000
<b>14. Subtotal</b> (Lines 1 through 13)			<b>\$ 850,000</b>
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			850,000
17. <b>Less:</b> Ineligible Exclusions (Section C, line 23 g.)			
<b>18. Subtotal</b> (Lines 16 through 17)			<b>\$ 850,000</b>
19. Federal Share requested of Line 18			807,500
20. Grantee share			42,500
21. Other shares			
<b>22. TOTAL PROJECT</b> (Lines 19, 20 & 21)			<b>\$ 850,000</b>



<b>SECTION C – EXCLUSIONS</b>	
<b>23. Classification (Description of non-participating work)</b>	<b>Amount Ineligible for Participation</b>
a.	
b.	
c.	
d.	
e.	
f.	
g. <b>Total</b>	

<b>SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE</b>	
<b>24. Grantee Share – Fund Categories</b>	<b>Amount</b>
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	42,500
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. <b>TOTAL - Grantee share</b>	<b>\$ 42,500</b>
<b>25. Other Shares</b>	<b>Amount</b>
a. State	
b. Other	
c. <b>TOTAL - Other Shares</b>	
<b>26. TOTAL NON-FEDERAL FINANCING</b>	<b>\$ 42,500</b>

<b>SECTION E – REMARKS</b> (Attach sheets if additional space is required)

**PART IV – PROGRAM NARRATIVE**  
(Suggested Format)

**PROJECT:** Runway 11/29 NAVAIDs RA

**AIRPORT:** Grand Junction Regional Airport (GJT)

**1. Objective:**

Runway 11/29 NAVAIDs RA is the continuation of the Runway 11-29 Relocation Program. The goal continues to be relocation of the Runway with minimal impact to the aircraft users, including maintaining IFR procedures, Navigational Aids, etc. This project will serve as design RA for the permanent relocation of the NAVAIDs.

**2. Benefits Anticipated:**

Design for permanent relocation of the NAVAIDs will allow construction of NAVAIDs infrastructure necessary for instrument procedures to be developed and published for the ultimate runway alignment.

**3. Approach:** (See approved Scope of Work in Final Application)

See scope of work

**4. Geographic Location:**

The Grand Junction Regional Airport is located approximately 2 miles Northeast of the central business district of Grand Junction, Colorado. The physical address of the Airport is 2828 Walker Field Drive, Grand Junction, Colorado 81506.

**5. If Applicable, Provide Additional Information:**

**6. Sponsor's Representative:** (include address & telephone number)

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

**CIP/PREAPPLICATION DATA SHEET**

AIRPORT: Grand Junction Regional Airport (GJT) LOCAL PRIORITY: N/A UPDATED: December 2024  
 WORK ITEM: Runway 11/29 NAVAIDs RA

**SKETCH:**



**JUSTIFICATION:** Design of permanent FAA NAVAIDs is a step toward the ultimate Runway 12-30 configuration. It is the continuation of the Runway 11-29 Replacement/Relocation Program. The goal continues to be relocation of the Runway with minimal impact the aircraft users, including maintaining IFR procedures, Navigational Aids, etc.

**SPONSOR SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**COST ESTIMATE: \$850,000** Item (RA for FAA NAVAIDs Design)

ADMINISTRATION:	\$		\$		\$
ENGINEERING:	\$	850,000	\$		\$
CONSTRUCTION:	\$		\$	TOTAL:	\$ 850,000

**ADO USE:**

PREAPP NO: \_\_\_\_\_ GRANT NO: \_\_\_\_\_ NPIAS CODE: \_\_\_\_\_ WORK CODE: \_\_\_\_\_ FAA PRIOR: \_\_\_\_\_ FED \$ \_\_\_\_\_



**Application for Federal Assistance SF-424**

**\*9. Type of Applicant 1: Select Applicant Type:**

X: Other

Type of Applicant 2: Select Applicant Type:

Pick an applicant type

Type of Applicant 3: Select Applicant Type:

Pick an applicant type

\*Other (Specify)

Airport Authority

**\*10. Name of Federal Agency:**

Federal Aviation Administration

**11. Catalog of Federal Domestic Assistance Number:**

20.106

CFDA Title:

Airport Improvement Program

**\*12. Funding Opportunity Number:**

N/A

\*Title:

N/A

**13. Competition Identification Number:**

N/A

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

City of Grand Junction, Mesa County, State of Colorado

**\*15. Descriptive Title of Applicant's Project:**

Runway 12-30 Pavement Design - Phase 2.

Attach supporting documents as specified in agency instructions.

**Application for Federal Assistance SF-424****16. Congressional Districts Of:**

\*a. Applicant: CO-3

\*b. Program/Project: CO-3

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\*a. Start Date: 06/01/2025

\*b. End Date: 12/31/2026

**18. Estimated Funding (\$):**

*a. Federal	_____	\$ 950,000
*b. Applicant	_____	\$ 50,000
*c. State	_____	\$ 0
*d. Local	_____	\$ 0
*e. Other	_____	\$ 0
*f. Program Income	_____	\$ 0
*g. TOTAL	_____	\$ 1,000,000

**\*19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on \_\_\_\_\_ .
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

**\*20. Is the Applicant Delinquent On Any Federal Debt?**

Yes      No

If "Yes", explain:

21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:            Mrs.                      \*First Name:    Angela \_\_\_\_\_

Middle Name:    \_\_\_\_\_

\*Last Name:     Padalecki \_\_\_\_\_

Suffix:            \_\_\_\_\_

\*Title: Executive Director

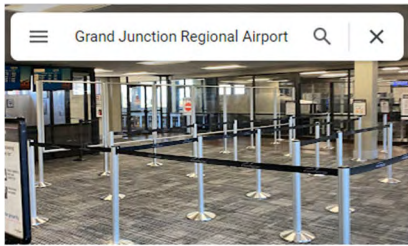
\*Telephone Number: (970) 248-8588

Fax Number:

\* Email: apadalecki@gairport.com

\*Signature of Authorized Representative:

\*Date Signed:



### Grand Junction Regional Airport

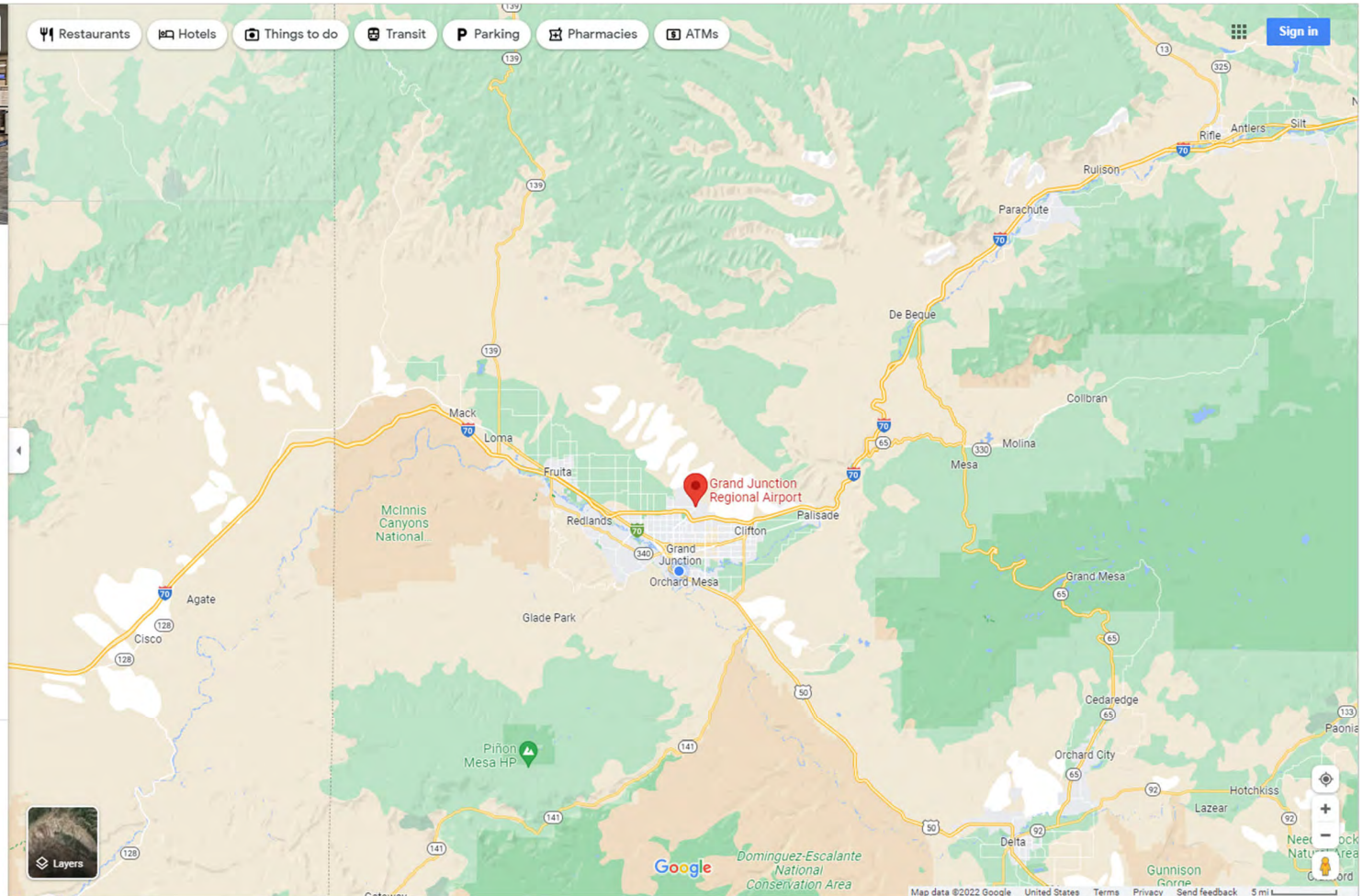
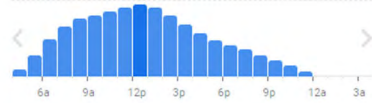
4.4 ★★★★★ 599 reviews  
Regional airport

- Directions
- Save
- Nearby
- Send to phone
- Share

- 2828 Walker Field Dr, Grand Junction, CO 81506
- gjairport.com
- (970) 244-9100
- 4FCC+V8 Grand Junction, Colorado
- Send to your phone
- Claim this business

Suggest an edit

#### Popular times Tuesdays





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## **FAA Form 5100-100, Application for Federal Assistance (Development and Equipment Projects)**

### **Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 28 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200; no assurance of confidentiality is provided. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

## **INSTRUCTIONS FOR FORM 5100-100**

### **PART I – Application for Federal Assistance**

Part I of the Application for Federal Assistance consists of a completed Standard Form (SF) 424. The remaining parts of Form 5100-100 (Parts II, III and IV) represent continuation pages that the Sponsor must attach to the associated SF-424 form. The signature of the Sponsor's authorized representative on the SF-424 form represents acceptance of the representations and certifications made within the corresponding FAA 5100-100 form.

### **PART II – Project Approval Information**

This information is necessary for the Federal Aviation Administration to evaluate this request for Federal assistance. Responses do not require an explanation unless explicitly requested by the question.

#### **SECTION A. STATUTORY CONDITIONS**

**Item 1** – Indicate whether the Sponsor maintains an active registration in the Federal System for Award Management (SAM). Pursuant to 2 CFR §25.200(b), a Sponsor must maintain an active registration in the Central Contractor Registration repository (housed within SAM) with current information at the time of the application and during the active period of the Federal award.

**Item 2** – Indicate whether the Sponsor can commence the project within the same fiscal year the grant is made or within 6 months of when the grant is made, whichever is later. Attach explanation for negative responses. This information is considered when allocating discretionary funds. (49 U.S.C. § 47115(d)(2))



**Item 3** – Indicate whether the Sponsor can complete the project without unreasonable delays. If applicable, provide listing of foreseeable events (winter shutdown, land acquisition issues, non-aeronautical events, etc.) that have potential to delay completion of the project. (49 USC § 47106(a))

**Item 4** – Indicate whether the environmental review (i.e. environmental assessment, mitigated FONSI, etc.) identified impacts or effects on the environment that require mitigating measures that lessen the impact or effect on the environment. If yes, provide a summary listing of mitigating measures. (49 U.S.C. § 47106(c))

**Item 5** – Indicate whether the project covered by this request is also covered by an approved Passenger Facility Charge (PFC) application or other Federal assistance program by selecting all applicable check boxes (49 U.S.C. § 40117(d) and 2 CFR § 200.403). If the approved PFC application only addresses the Sponsor's AIP matching share, select the appropriate check box.

If the project, or portions thereof, is covered by another Federal assistance program, identify the Federal assistance program by name and the Catalog of Federal Domestic Assistance (CFDA) number.

**Item 6** – Indicate whether the Sponsor intends to seek reimbursement of Sponsor indirect costs as defined by 2 CFR §200.414 and 2 CFR Appendix VII to Part 200. This information request **does not** include the indirect costs claimed by a for-profit entity (e.g. consultant).

- The de minimis rate may only be used if the Sponsor has not previously received a negotiated Indirect Cost Rata (ICR) and does not exceed the limitations prescribed in Appendix VII to Part 200.
- A Sponsor with an existing approved negotiated ICR must identify the ICR value, the name of the cognizant agency that approved the ICR and the date of approval.

#### **SECTION B. CERTIFICATION REGARDING LOBBYING**

This section addresses the Sponsor's declaration regarding lobbying activities. The declaration made in the section are under signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached.

Title 31 U.S.C. § 1352 establishes that no appropriated funds may be expended by a recipient of a Federal grant to pay any person for influencing or attempting to influence an officer or employee of any agency, Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this covered Federal assistance action. Pursuant to 40 CFR part 20, this certification attests that the Sponsor has not made, and will not make, any payment prohibited payment by 31 U.S.C. § 1352.

## SECTION C. REPRESENTATIONS AND CERTIFICATION

1. **Compatible Land Use** (49 U.S.C. § 47107(a)(10)) – Identify actions the Sponsor has taken to assure land uses in close proximity to the airport are compatible with normal airport operations.
2. **Defaults** – Confirm that Sponsor is not in default on any obligation to the United States or any agency of the United States government.
3. **Possible Disabilities** – Confirm that Sponsor has no facts or circumstances (i.e. legal, financial or otherwise) that might adversely affect the Sponsor in completing the project and carrying out the provisions of the associated Grant Assurances.
4. **Consistency with Local Plans** (49 U.S.C. § 47106(a)) – Confirm project is consistent with plans (existing at the time the project is approved) of public agencies authorized by the State in which the airport is located to plan.
5. **Consideration of Local Interests** (49 U.S.C. § 47106(b)) – Confirm the Sponsor has given fair consideration to the community in and near the project.
6. **Consultation with Users** (49 U.S.C. § 47105(a)) - Confirm the Sponsor has consulted with airport users that will be affected by the project.
7. **Public Hearings** (49 U.S.C. § 47106(c)) – For projects involving the location of an airport, runway or major runway extension, confirm the Sponsor:
  - a. Provided an opportunity for a public hearing to consider economic, social and environmental effects of the project.
  - b. Has voting representation from the communities in which the project is located; or has advised the communities that they have the right to petition the Secretary about the proposed project.
8. **Air and Water Quality Standards** - Confirm Sponsor will comply with applicable air and water quality standards.
9. **Exclusive Rights** (49 U.S.C. § 47107(a)) – Identify all instances of exclusive rights to conduct aeronautical services at the airport.
10. **Land (49 U.S.C. § 47106(b))** –
  - a. Identify property interests specific to the development project and/or land acquisition. The declaration of property interest is to be based upon a title opinion submitted by an attorney. When identifying the property interest, use the same parcel numbers as used to identify the property on the associated Exhibit A property map.  
Example: *“Sponsor maintains property interest as depicted within the property table on the Exhibit A property map dated \_\_\_/\_\_\_/\_\_\_ originally filed with AIP Project ###.”*
  - b. Complete this subpart if the Sponsor proposes a project for which they have not yet obtained appropriate property interests. Note that the work may not commence until Sponsor obtains acceptable property interests. Identify such property by parcel number that corresponds to the associated Exhibit A property map.
  - c. Complete this subpart when acquiring property interests under the grant. Identify such property by parcel number that corresponds to the associated Exhibit A property map.

## **PART III – Budget Information**

### **SECTION A. GENERAL**

**1. Assistance Listing Number** - Show the Assistance Listing Number from which the assistance is requested.

**2. Functional or Other Breakout:** Indicate “Airport Improvement Program”. Prepare a separate set of Part III forms for other Federal program categories.

### **SECTION B. CALCULATION OF FEDERAL GRANT**

When applying for a new grant, use the Total Amount Column only. Use all columns when requesting revisions of previously awarded amounts.

**Line 1** - Enter amounts needed for administration expenses, which may include such items as: legal fees, mailing/shipping expenses, audit fees and documented Sponsor employee time that is necessary to administer the grant.

**Line 2** - Enter amounts pertaining to allowable preliminary expenses. These include such expenses as independent fee estimate preparation, advertising expenses and permits.

**Line 3** - Enter amounts directly associated with the acquisition of land, existing structures, and related right-of-way.

**Line 4** - Enter fees for architectural engineering basic services.

**Line 5** - Enter amounts for architectural engineering special services (e.g. surveys, tests and borings).

**Line 6** - Enter fees for inspection, testing and monitoring of construction and related programs.

**Line 7** - Enter amounts associated with the development of land where the primary purpose of the grant is land improvement. Site work normally associated with major construction should be excluded from this category and shown on line 11.

**Line 8** - Enter the dollar amounts needed to provide relocation advisory assistance, and the net amounts for replacement (last resort) housing. Do not include relocation administration expenses on this Line; include them on Line 1.

**Line 9** - Enter the estimated amount of relocation payments to be made to displaced persons, business concerns, and non-profit organizations for moving expenses and replacement housing.

**Line 10** - Enter the cost of demolition or removal of improvements on developed land. Reduce the costs on this line by the amount of expected proceeds from the sale of salvage, if so instructed by the Federal grantor agency. Otherwise, show the proceeds on Line 15.

**Line 11** - Enter amounts for the actual construction of, addition to or restoration of a facility. Include in this category the amounts of project improvements such as grading, drainage, paving, marking, lighting, buildings, seeding/sodding, etc.

**Line 12** - Enter amounts for equipment. Examples include ARFF vehicles, SRE equipment, AWOS equipment, interactive training, NAVAID equipment, etc.)

**Line 13** - Enter miscellaneous amounts for items not specifically covered by previous categories.

**Line 14** - Enter the sum of Lines 1-13.

**Line 15** - Enter the estimated amount of program income that will be earned during the grant period and applied to the program. Examples include vehicle trade-in value, sale of millings resulting from project, credits passed on from contractor, etc. This line may be used to indicate applied liquidated damages.

**Line 16** - Enter the difference between Line 14 and Line 15.

**Line 17** - Enter the aggregate amount for those items, which are a part of the project but not subject to Federal participation. Refer to Section C, exclusions.

**Line 18** – Enter the subtotal sum of Lines 16 and 17. (This is the amount to which the matching share ratio prescribed in program legislation is applied.)

**Line 19** - Indicate the total amount of the Federal assistance requested. This value is determined by multiplying the grant participation rate by the amount indicated in line 18.

**Line 20** – Indicate the amount of the Grantee's share (from Section D).

**Line 21** – Indicate the amount of other shares (from Section D)

**Line 22** – Indicate sum of Lines 19, 20 and 21.

#### **SECTION C. EXCLUSIONS**

**Line 23 a-g** - Identify and list those costs which are part of the project cost but are not subject to Federal participation because of program legislation or Federal grantor agency instructions. The total amount on Line g should agree with the amount shown on Line 17 of Section B.

#### **SECTION D. PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE**

**Line 24 a-g** - Show the source of the grantee's share. If cash is not immediately available, specify the actions completed to date and those actions remaining to make cash available under Section E - Remarks. Indicate also the period of time that will be required after execution of the grant agreement to obtain the funds. If there is a non-cash contribution, explain what this contribution will consist of.

**Line 24h** - Indicate total of Lines 24 a-g. This amount must equal the amount in Section B, Line 20.

**Line 25a** - Show the amount that will be contributed by a State or state agency, only if the applicant is not a State or state agency. If there is a non-cash or other contribution, explain what the contribution will consist of under Section E - Remarks.

**Line 25b** - Show the amount that will be contributed from other sources. If there is a non-cash contribution, explain what the contribution will consist of under Section E - Remarks.

**Line 25c** - Show the total of Lines 25a and 25b. This amount must be the same as the amount shown in Section B, Line 21.

**Line 26** - Enter the totals of Lines 24h and 25c.

#### **SECTION E. OTHER REMARKS**

Make any remarks pertinent to the project and provide any other information required by these instructions or the grantor agency. Attach additional sheets, if necessary.

## **PART IV – Program Narrative**

Prepare the program narrative statement in accordance with the following instructions for all new grant programs. Requests for supplemental assistance should be responsive to Item 5b only. Requests for continuation or refunding or other changes of an approved project should be responsive to Item 5c only.

### **1. OBJECTIVES AND NEED FOR THIS ASSISTANCE**

Provide a short and concise description of the proposed improvement. Include a narrative on why this improvement is needed.

### **2. RESULTS OR BENEFITS EXPECTED**

Identify results and benefits to be derived. For example, include a description of who will occupy the facility and show how the facility will be used. For land acquisition or development projects, explain how the project will benefit the public.

### **3. APPROACH**

- a. Outline a plan of action pertaining to the scope and detail of how the Sponsor proposes to accomplish the work.
- b. Cite factors, which might accelerate or decelerate the work, and your reason for taking this approach as opposed to others. Describe any unusual features of the project such as construction approach, reductions in cost or time or extraordinary social and community involvements.
- c. Provide projections of project milestone dates. As a minimum, identify target dates for defining project costs (i.e. bid opening or completion of negotiations), anticipated issuance of notice-to-proceed and anticipated project completion date.
- d. Identify monitoring and oversight mechanisms the Sponsor proposes to implement.
- e. List key individuals and entities such as consultant, Sponsor personnel and contractor who will work on the project. Provide a short description of the nature of their effort or contribution.

### **4. GEOGRAPHIC LOCATION**

Identify location of the project. This will typically be the name of the airport.

### **5. IF APPLICABLE, PROVIDE THE FOLLOWING INFORMATION:**

- a. Describe the relationship between this project and other work planned, anticipated or underway under the Federal Assistance listed under Part II, Section A, Item 5.
- b. Explain the reason for all requests for supplemental assistance and justify the need for additional funding.
- c. If there have been significant changes in the project objectives, location, approach or time delays, explain and justify. For other requests for changes or amendments, explain the reason for the change(s). If the scope, budget, or objectives have changed or an extension of time is necessary, explain the circumstances and justify.

### **6. SPONSOR'S REPRESENTATIVE**

Identify contact information of Sponsor's representative.

## Application for Federal Assistance (Development and Equipment Projects)

### PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A			
The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.			
<b>Item 1.</b> Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	Yes	No	
<b>Item 2.</b> Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	Yes	No	N/A
<b>Item 3.</b> Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	Yes	No	N/A
<b>Item 4.</b> Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).	Yes	No	N/A
<b>Item 5.</b> Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes.  <div style="margin-left: 20px;">                     The project is included in an <i>approved</i> PFC application.                      If included in an approved PFC application,                      does the application <i>only</i> address AIP matching share?      Yes      No                 </div> The project is included in another Federal Assistance program. Its CFDA number is below.	Yes	No	N/A
<b>Item 6.</b> Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?  If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:  <div style="margin-left: 20px;">                     De Minimis rate of 10% as permitted by 2 CFR § 200.414.                       Negotiated Rate equal to                      % as approved by    (the Cognizant Agency)                      on    (Date) (2 CFR part 200, appendix VII).                 </div> <i>Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.</i>	Yes	No	N/A

**PART II - SECTION B**

**Certification Regarding Lobbying**

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

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

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

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

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

**PART II – SECTION C**

The Sponsor hereby represents and certifies as follows:

**1. Compatible Land Use** – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The Sponsor has reviewed the City of Grand Junction and Mesa County development codes and zoning. This project is consistent with existing plans.

**2. Defaults** – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The Sponsor is not in default on any obligations to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport.

**3. Possible Disabilities** – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

There are no possible disabilities which might make it impossible to carry out the completion of the Project.

**4. Consistency with Local Plans** – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

The Project is consistent with local plans.

**5. Consideration of Local Interest** – It has given fair consideration to the interest of communities in or near where the project may be located.

The Project has given fair consideration to local interest and has been approved in an advertised public meeting.

**6. Consultation with Users** – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

The Project has taken into account User Consultation and has been approved in an advertised public meeting.

**7. Public Hearings** – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

The Project has taken into account User Consultation and has been approved in an advertised public meeting.

**8. Air and Water Quality Standards** – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

The Project will be located, designed, constructed, and operated so as to comply with air and water quality standards.



**PART II – SECTION C (Continued)**

**9. Exclusive Rights** – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

There are no grants of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor.

**10. Land** – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

The Authority owns all property to be developed in connection with this project and there are no exceptions, encumbrances, or adverse interests on land connected to the Airport. See Exhibit A on Last page.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

---

<sup>1</sup> State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

**PART III – BUDGET INFORMATION – CONSTRUCTION**

<b>SECTION A – GENERAL</b>	
1. Assistance Listing Number:	20.106
2. Functional or Other Breakout:	Airport Improvement Program

<b>SECTION B – CALCULATION OF FEDERAL GRANT</b>			
<b>Cost Classification</b>	<b>Latest Approved Amount (Use only for revisions)</b>	<b>Adjustment + or (-) Amount (Use only for revisions)</b>	<b>Total Amount Required</b>
1. Administration expense			
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			1,000,000
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			
13. Miscellaneous			
14. <b>Subtotal</b> (Lines 1 through 13)			\$ 1,000,000
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			1,000,000
17. <b>Less:</b> Ineligible Exclusions (Section C, line 23 g.)			
18. <b>Subtotal</b> (Lines 16 through 17)			\$ 1,000,000
19. Federal Share requested of Line 18			950,000
20. Grantee share			50,000
21. Other shares			
22. <b>TOTAL PROJECT</b> (Lines 19, 20 & 21)			\$ 1,000,000

<b>SECTION C – EXCLUSIONS</b>	
<b>23. Classification (Description of non-participating work)</b>	<b>Amount Ineligible for Participation</b>
a.	
b.	
c.	
d.	
e.	
f.	
g. <b>Total</b>	

<b>SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE</b>	
<b>24. Grantee Share – Fund Categories</b>	<b>Amount</b>
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	50,000
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. <b>TOTAL</b> - Grantee share	
<b>25. Other Shares</b>	<b>Amount</b>
a. State	
b. Other	
c. <b>TOTAL</b> - Other Shares	
<b>26. TOTAL NON-FEDERAL FINANCING</b>	<b>\$ 50,000</b>

<b>SECTION E – REMARKS</b> (Attach sheets if additional space is required)

**PART IV – PROGRAM NARRATIVE**  
(Suggested Format)

**PROJECT:** Runway 12-30 Pavement Design - Phase 2

**AIRPORT:** Grand Junction Regional Airport (GJT)

**1. Objective:**

Runway 12-30 Pavement Design is the continuation of the Runway 11-29 Replacement Program. The goal continues to be relocation of the Runway with minimal impact to the aircraft users, including maintaining IFR procedures, Navigational Aids, etc. This project will be the continuation of the design of the runway pavement.

**2. Benefits Anticipated:**

The continuation of the pavement design for Runway 12-30 will be completed in early 2025, allowing for construction of the pavement section to commence in 2026.

**3. Approach:** (See approved Scope of Work in Final Application)

See scope of work

**4. Geographic Location:**

The Grand Junction Regional Airport is located approximately 2 miles Northeast of the central business district of Grand Junction, Colorado. The physical address of the Airport is 2828 Walker Field Drive, Grand Junction, Colorado 81506.

**5. If Applicable, Provide Additional Information:**

**6. Sponsor's Representative:** (include address & telephone number)

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

**CIP/PREAPPLICATION DATA SHEET**

**AIRPORT:** Grand Junction Regional Airport (GJT)    **LOCAL PRIORITY:** N/A    **UPDATED:** December 2024  
**WORK ITEM:**    Runway Pavement Design – Phase 2

**SKETCH:**



**JUSTIFICATION:** Runway 12-30 Pavement Design is the continuation of the Runway 11-29 Replacement/Relocation Program. The goal continues to be relocation of the Runway with minimal impact the aircraft users, including maintaining IFR procedures, Navigational Aids, etc. Design of the runway pavement section will begin in Spring 2025. The pavement section construction will begin in 2026.

**SPONSOR SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**COST ESTIMATE: \$1,000,000**    Item (Pavement Design)

<b>ADMINISTRATION:</b>	\$		\$		\$
<b>ENGINEERING:</b>	\$	<b>1,000,000</b>	\$		\$
<b>CONSTRUCTION:</b>	\$		\$	<b>TOTAL:</b>	\$ <b>1,000,000</b>

**ADO USE:**

**PREAPP NO:** \_\_\_\_\_    **GRANT NO:** \_\_\_\_\_    **NPIAS CODE:** \_\_\_\_\_    **WORK CODE:** \_\_\_\_\_    **FAA PRIOR:** \_\_\_\_\_    **FED \$** \_\_\_\_\_

<b>Application for Federal Assistance SF-424</b>	
*1. Type of Submission: Preapplication Application Changed/Corrected Application	*2. Type of Application    * If Revision, select appropriate letter(s): New Continuation            * Other (Specify) Revision
*3. Date Received:                      4. Applicant Identifier:	
5a. Federal Entity Identifier:	*5b. Federal Award Identifier:
<b>State Use Only:</b>	
6. Date Received by State: <span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 100px; height: 15px;"></span>	7. State Application Identifier: <span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 150px; height: 15px;"></span>
<b>8. APPLICANT INFORMATION:</b>	
*a. Legal Name: Grand Junction Regional Airport Authority	
*b. Employer/Taxpayer Identification Number (EIN/TIN): 84-6111114	*c. UEI: P2MUNC6N7YM6
<b>d. Address:</b>	
*Street 1:                      2828 Walker Field Drive. Ste. 301	
Street 2:	
*City:                              Grand Junction	
County/Parish:	
*State:                              CO	
*Province:	
*Country:                      USA: United States	
*Zip / Postal Code              81506-8667	
<b>e. Organizational Unit:</b>	
Department Name:	Division Name:
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>	
Prefix:                      Mrs.                      *First Name:    Angela	
Middle Name:	
*Last Name:                      Padalecki	
Suffix:	
Title: Executive Director	
Organizational Affiliation:	
*Telephone Number: (970) 248-8588                      Fax Number:	
*Email: apadalecki@gairport.com	

**Application for Federal Assistance SF-424**

**\*9. Type of Applicant 1: Select Applicant Type:**

X: Other

Type of Applicant 2: Select Applicant Type:

Pick an applicant type

Type of Applicant 3: Select Applicant Type:

Pick an applicant type

\*Other (Specify)

Airport Authority

**\*10. Name of Federal Agency:**

Federal Aviation Administration

**11. Catalog of Federal Domestic Assistance Number:**

20.106

CFDA Title:

Airport Improvement Program

**\*12. Funding Opportunity Number:**

N/A

\*Title:

N/A

**13. Competition Identification Number:**

N/A

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

City of Grand Junction, Mesa County, State of Colorado

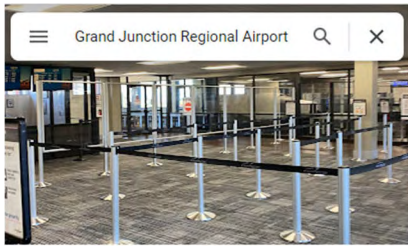
**\*15. Descriptive Title of Applicant's Project:**

Runway 12-30 Final Design Package.

Attach supporting documents as specified in agency instructions.







### Grand Junction Regional Airport

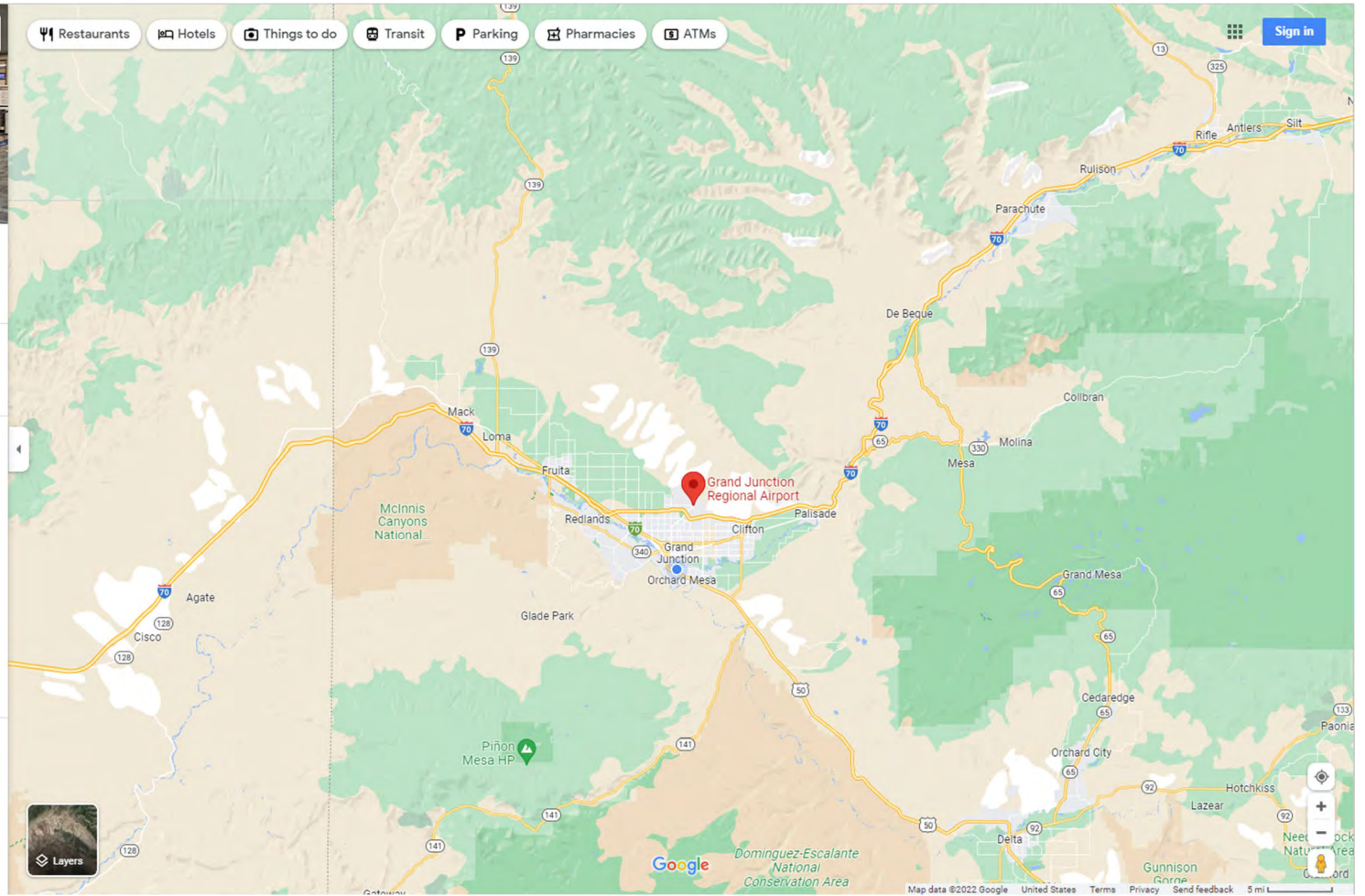
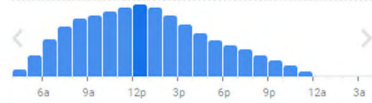
4.4 ★★★★★ 599 reviews  
Regional airport

- Directions
- Save
- Nearby
- Send to phone
- Share

- 2828 Walker Field Dr, Grand Junction, CO 81506
- gjairport.com
- (970) 244-9100
- 4FCC+V8 Grand Junction, Colorado
- Send to your phone
- Claim this business

Suggest an edit

#### Popular times Tuesdays





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## **FAA Form 5100-100, Application for Federal Assistance (Development and Equipment Projects)**

### **Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 28 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200; no assurance of confidentiality is provided. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

## **INSTRUCTIONS FOR FORM 5100-100**

### **PART I – Application for Federal Assistance**

Part I of the Application for Federal Assistance consists of a completed Standard Form (SF) 424. The remaining parts of Form 5100-100 (Parts II, III and IV) represent continuation pages that the Sponsor must attach to the associated SF-424 form. The signature of the Sponsor's authorized representative on the SF-424 form represents acceptance of the representations and certifications made within the corresponding FAA 5100-100 form.

### **PART II – Project Approval Information**

This information is necessary for the Federal Aviation Administration to evaluate this request for Federal assistance. Responses do not require an explanation unless explicitly requested by the question.

#### **SECTION A. STATUTORY CONDITIONS**

**Item 1** – Indicate whether the Sponsor maintains an active registration in the Federal System for Award Management (SAM). Pursuant to 2 CFR §25.200(b), a Sponsor must maintain an active registration in the Central Contractor Registration repository (housed within SAM) with current information at the time of the application and during the active period of the Federal award.

**Item 2** – Indicate whether the Sponsor can commence the project within the same fiscal year the grant is made or within 6 months of when the grant is made, whichever is later. Attach explanation for negative responses. This information is considered when allocating discretionary funds. (49 U.S.C. § 47115(d)(2))

**Item 3** – Indicate whether the Sponsor can complete the project without unreasonable delays. If applicable, provide listing of foreseeable events (winter shutdown, land acquisition issues, non-aeronautical events, etc.) that have potential to delay completion of the project. (49 USC § 47106(a))

**Item 4** – Indicate whether the environmental review (i.e. environmental assessment, mitigated FONSI, etc.) identified impacts or effects on the environment that require mitigating measures that lessen the impact or effect on the environment. If yes, provide a summary listing of mitigating measures. (49 U.S.C. § 47106(c))

**Item 5** – Indicate whether the project covered by this request is also covered by an approved Passenger Facility Charge (PFC) application or other Federal assistance program by selecting all applicable check boxes (49 U.S.C. § 40117(d) and 2 CFR § 200.403). If the approved PFC application only addresses the Sponsor's AIP matching share, select the appropriate check box.

If the project, or portions thereof, is covered by another Federal assistance program, identify the Federal assistance program by name and the Catalog of Federal Domestic Assistance (CFDA) number.

**Item 6** – Indicate whether the Sponsor intends to seek reimbursement of Sponsor indirect costs as defined by 2 CFR §200.414 and 2 CFR Appendix VII to Part 200. This information request **does not** include the indirect costs claimed by a for-profit entity (e.g. consultant).

- The de minimis rate may only be used if the Sponsor has not previously received a negotiated Indirect Cost Rata (ICR) and does not exceed the limitations prescribed in Appendix VII to Part 200.
- A Sponsor with an existing approved negotiated ICR must identify the ICR value, the name of the cognizant agency that approved the ICR and the date of approval.

#### **SECTION B. CERTIFICATION REGARDING LOBBYING**

This section addresses the Sponsor's declaration regarding lobbying activities. The declaration made in the section are under signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached.

Title 31 U.S.C. § 1352 establishes that no appropriated funds may be expended by a recipient of a Federal grant to pay any person for influencing or attempting to influence an officer or employee of any agency, Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this covered Federal assistance action. Pursuant to 40 CFR part 20, this certification attests that the Sponsor has not made, and will not make, any payment prohibited payment by 31 U.S.C. § 1352.

## SECTION C. REPRESENTATIONS AND CERTIFICATION

1. **Compatible Land Use** (49 U.S.C. § 47107(a)(10)) – Identify actions the Sponsor has taken to assure land uses in close proximity to the airport are compatible with normal airport operations.
2. **Defaults** – Confirm that Sponsor is not in default on any obligation to the United States or any agency of the United States government.
3. **Possible Disabilities** – Confirm that Sponsor has no facts or circumstances (i.e. legal, financial or otherwise) that might adversely affect the Sponsor in completing the project and carrying out the provisions of the associated Grant Assurances.
4. **Consistency with Local Plans** (49 U.S.C. § 47106(a)) – Confirm project is consistent with plans (existing at the time the project is approved) of public agencies authorized by the State in which the airport is located to plan.
5. **Consideration of Local Interests** (49 U.S.C. § 47106(b)) – Confirm the Sponsor has given fair consideration to the community in and near the project.
6. **Consultation with Users** (49 U.S.C. § 47105(a)) - Confirm the Sponsor has consulted with airport users that will be affected by the project.
7. **Public Hearings** (49 U.S.C. § 47106(c)) – For projects involving the location of an airport, runway or major runway extension, confirm the Sponsor:
  - a. Provided an opportunity for a public hearing to consider economic, social and environmental effects of the project.
  - b. Has voting representation from the communities in which the project is located; or has advised the communities that they have the right to petition the Secretary about the proposed project.
8. **Air and Water Quality Standards** - Confirm Sponsor will comply with applicable air and water quality standards.
9. **Exclusive Rights** (49 U.S.C. § 47107(a)) – Identify all instances of exclusive rights to conduct aeronautical services at the airport.
10. **Land (49 U.S.C. § 47106(b))** –
  - a. Identify property interests specific to the development project and/or land acquisition. The declaration of property interest is to be based upon a title opinion submitted by an attorney. When identifying the property interest, use the same parcel numbers as used to identify the property on the associated Exhibit A property map.  
Example: *“Sponsor maintains property interest as depicted within the property table on the Exhibit A property map dated \_\_\_/\_\_\_/\_\_\_ originally filed with AIP Project ###.”*
  - b. Complete this subpart if the Sponsor proposes a project for which they have not yet obtained appropriate property interests. Note that the work may not commence until Sponsor obtains acceptable property interests. Identify such property by parcel number that corresponds to the associated Exhibit A property map.
  - c. Complete this subpart when acquiring property interests under the grant. Identify such property by parcel number that corresponds to the associated Exhibit A property map.

## **PART III – Budget Information**

### **SECTION A. GENERAL**

**1. Assistance Listing Number** - Show the Assistance Listing Number from which the assistance is requested.

**2. Functional or Other Breakout:** Indicate “Airport Improvement Program”. Prepare a separate set of Part III forms for other Federal program categories.

### **SECTION B. CALCULATION OF FEDERAL GRANT**

When applying for a new grant, use the Total Amount Column only. Use all columns when requesting revisions of previously awarded amounts.

**Line 1** - Enter amounts needed for administration expenses, which may include such items as: legal fees, mailing/shipping expenses, audit fees and documented Sponsor employee time that is necessary to administer the grant.

**Line 2** - Enter amounts pertaining to allowable preliminary expenses. These include such expenses as independent fee estimate preparation, advertising expenses and permits.

**Line 3** - Enter amounts directly associated with the acquisition of land, existing structures, and related right-of-way.

**Line 4** - Enter fees for architectural engineering basic services.

**Line 5** - Enter amounts for architectural engineering special services (e.g. surveys, tests and borings).

**Line 6** - Enter fees for inspection, testing and monitoring of construction and related programs.

**Line 7** - Enter amounts associated with the development of land where the primary purpose of the grant is land improvement. Site work normally associated with major construction should be excluded from this category and shown on line 11.

**Line 8** - Enter the dollar amounts needed to provide relocation advisory assistance, and the net amounts for replacement (last resort) housing. Do not include relocation administration expenses on this Line; include them on Line 1.

**Line 9** - Enter the estimated amount of relocation payments to be made to displaced persons, business concerns, and non-profit organizations for moving expenses and replacement housing.

**Line 10** - Enter the cost of demolition or removal of improvements on developed land. Reduce the costs on this line by the amount of expected proceeds from the sale of salvage, if so instructed by the Federal grantor agency. Otherwise, show the proceeds on Line 15.

**Line 11** - Enter amounts for the actual construction of, addition to or restoration of a facility. Include in this category the amounts of project improvements such as grading, drainage, paving, marking, lighting, buildings, seeding/sodding, etc.

**Line 12** - Enter amounts for equipment. Examples include ARFF vehicles, SRE equipment, AWOS equipment, interactive training, NAVAID equipment, etc.)

**Line 13** - Enter miscellaneous amounts for items not specifically covered by previous categories.

**Line 14** - Enter the sum of Lines 1-13.

**Line 15** - Enter the estimated amount of program income that will be earned during the grant period and applied to the program. Examples include vehicle trade-in value, sale of millings resulting from project, credits passed on from contractor, etc. This line may be used to indicate applied liquidated damages.

**Line 16** - Enter the difference between Line 14 and Line 15.

**Line 17** - Enter the aggregate amount for those items, which are a part of the project but not subject to Federal participation. Refer to Section C, exclusions.

**Line 18** - Enter the subtotal sum of Lines 16 and 17. (This is the amount to which the matching share ratio prescribed in program legislation is applied.)

**Line 19** - Indicate the total amount of the Federal assistance requested. This value is determined by multiplying the grant participation rate by the amount indicated in line 18.

**Line 20** - Indicate the amount of the Grantee's share (from Section D).

**Line 21** - Indicate the amount of other shares (from Section D)

**Line 22** - Indicate sum of Lines 19, 20 and 21.

#### **SECTION C. EXCLUSIONS**

**Line 23 a-g** - Identify and list those costs which are part of the project cost but are not subject to Federal participation because of program legislation or Federal grantor agency instructions. The total amount on Line g should agree with the amount shown on Line 17 of Section B.

#### **SECTION D. PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE**

**Line 24 a-g** - Show the source of the grantee's share. If cash is not immediately available, specify the actions completed to date and those actions remaining to make cash available under Section E - Remarks. Indicate also the period of time that will be required after execution of the grant agreement to obtain the funds. If there is a non-cash contribution, explain what this contribution will consist of.

**Line 24h** - Indicate total of Lines 24 a-g. This amount must equal the amount in Section B, Line 20.

**Line 25a** - Show the amount that will be contributed by a State or state agency, only if the applicant is not a State or state agency. If there is a non-cash or other contribution, explain what the contribution will consist of under Section E - Remarks.

**Line 25b** - Show the amount that will be contributed from other sources. If there is a non-cash contribution, explain what the contribution will consist of under Section E - Remarks.

**Line 25c** - Show the total of Lines 25a and 25b. This amount must be the same as the amount shown in Section B, Line 21.

**Line 26** - Enter the totals of Lines 24h and 25c.

#### **SECTION E. OTHER REMARKS**

Make any remarks pertinent to the project and provide any other information required by these instructions or the grantor agency. Attach additional sheets, if necessary.

## **PART IV – Program Narrative**

Prepare the program narrative statement in accordance with the following instructions for all new grant programs. Requests for supplemental assistance should be responsive to Item 5b only. Requests for continuation or refunding or other changes of an approved project should be responsive to Item 5c only.

### **1. OBJECTIVES AND NEED FOR THIS ASSISTANCE**

Provide a short and concise description of the proposed improvement. Include a narrative on why this improvement is needed.

### **2. RESULTS OR BENEFITS EXPECTED**

Identify results and benefits to be derived. For example, include a description of who will occupy the facility and show how the facility will be used. For land acquisition or development projects, explain how the project will benefit the public.

### **3. APPROACH**

- a. Outline a plan of action pertaining to the scope and detail of how the Sponsor proposes to accomplish the work.
- b. Cite factors, which might accelerate or decelerate the work, and your reason for taking this approach as opposed to others. Describe any unusual features of the project such as construction approach, reductions in cost or time or extraordinary social and community involvements.
- c. Provide projections of project milestone dates. As a minimum, identify target dates for defining project costs (i.e. bid opening or completion of negotiations), anticipated issuance of notice-to-proceed and anticipated project completion date.
- d. Identify monitoring and oversight mechanisms the Sponsor proposes to implement.
- e. List key individuals and entities such as consultant, Sponsor personnel and contractor who will work on the project. Provide a short description of the nature of their effort or contribution.

### **4. GEOGRAPHIC LOCATION**

Identify location of the project. This will typically be the name of the airport.

### **5. IF APPLICABLE, PROVIDE THE FOLLOWING INFORMATION:**

- a. Describe the relationship between this project and other work planned, anticipated or underway under the Federal Assistance listed under Part II, Section A, Item 5.
- b. Explain the reason for all requests for supplemental assistance and justify the need for additional funding.
- c. If there have been significant changes in the project objectives, location, approach or time delays, explain and justify. For other requests for changes or amendments, explain the reason for the change(s). If the scope, budget, or objectives have changed or an extension of time is necessary, explain the circumstances and justify.

### **6. SPONSOR'S REPRESENTATIVE**

Identify contact information of Sponsor's representative.

## Application for Federal Assistance (Development and Equipment Projects)

### PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A			
The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.			
<b>Item 1.</b> Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	Yes	No	
<b>Item 2.</b> Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	Yes	No	N/A
<b>Item 3.</b> Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	Yes	No	N/A
<b>Item 4.</b> Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).	Yes	No	N/A
<b>Item 5.</b> Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes.  <div style="margin-left: 20px;">                     The project is included in an <i>approved</i> PFC application.                      If included in an approved PFC application,                      does the application <i>only</i> address AIP matching share?      Yes      No                 </div> The project is included in another Federal Assistance program. Its CFDA number is below.	Yes	No	N/A
<b>Item 6.</b> Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?  If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:  <div style="margin-left: 20px;">                     De Minimis rate of 10% as permitted by 2 CFR § 200.414.                       Negotiated Rate equal to                      % as approved by    (the Cognizant Agency)                      on    (Date) (2 CFR part 200, appendix VII).                 </div> <i>Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.</i>	Yes	No	N/A



**PART II - SECTION B**

**Certification Regarding Lobbying**

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

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

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

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

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

**PART II – SECTION C**

The Sponsor hereby represents and certifies as follows:

**1. Compatible Land Use** – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The Sponsor has reviewed the City of Grand Junction and Mesa County development codes and zoning. This project is consistent with existing plans.

**2. Defaults** – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The Sponsor is not in default on any obligations to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport.

**3. Possible Disabilities** – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

There are no possible disabilities which might make it impossible to carry out the completion of the Project.

**4. Consistency with Local Plans** – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

The Project is consistent with local plans.

**5. Consideration of Local Interest** – It has given fair consideration to the interest of communities in or near where the project may be located.

The Project has given fair consideration to local interest and has been approved in an advertised public meeting.

**6. Consultation with Users** – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

The Project has taken into account User Consultation and has been approved in an advertised public meeting.

**7. Public Hearings** – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

The Project has taken into account User Consultation and has been approved in an advertised public meeting.

**8. Air and Water Quality Standards** – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

The Project will be located, designed, constructed, and operated so as to comply with air and water quality standards.

**PART II – SECTION C (Continued)**

**9. Exclusive Rights** – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

There are no grants of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor.

**10. Land** – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

The Authority owns all property to be developed in connection with this project and there are no exceptions, encumbrances, or adverse interests on land connected to the Airport. See Exhibit A on Last page.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

---

<sup>1</sup> State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

**PART III – BUDGET INFORMATION – CONSTRUCTION**

<b>SECTION A – GENERAL</b>	
1. Assistance Listing Number:	20.106
2. Functional or Other Breakout:	Airport Improvement Program

<b>SECTION B – CALCULATION OF FEDERAL GRANT</b>			
<b>Cost Classification</b>	<b>Latest Approved Amount (Use only for revisions)</b>	<b>Adjustment + or (-) Amount (Use only for revisions)</b>	<b>Total Amount Required</b>
1. Administration expense			
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			3,500,000
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			
13. Miscellaneous			
14. <b>Subtotal</b> (Lines 1 through 13)			\$ 3,500,000
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			3,500,000
17. <b>Less:</b> Ineligible Exclusions (Section C, line 23 g.)			
18. <b>Subtotal</b> (Lines 16 through 17)			\$ 3,500,000
19. Federal Share requested of Line 18			3,325,000
20. Grantee share			175,000
21. Other shares			
22. <b>TOTAL PROJECT</b> (Lines 19, 20 & 21)			\$ 3,500,000

<b>SECTION C – EXCLUSIONS</b>	
<b>23. Classification (Description of non-participating work)</b>	<b>Amount Ineligible for Participation</b>
a.	
b.	
c.	
d.	
e.	
f.	
g. <b>Total</b>	

<b>SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE</b>	
<b>24. Grantee Share – Fund Categories</b>	<b>Amount</b>
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	175,000
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. <b>TOTAL</b> - Grantee share	
<b>25. Other Shares</b>	<b>Amount</b>
a. State	
b. Other	
c. <b>TOTAL</b> - Other Shares	
<b>26. TOTAL NON-FEDERAL FINANCING</b>	<b>\$ 175,000</b>

<b>SECTION E – REMARKS</b> (Attach sheets if additional space is required)

**PART IV – PROGRAM NARRATIVE**  
(Suggested Format)

**PROJECT:** Runway 12-30 Final Design Package.

**AIRPORT:** Grand Junction Regional Airport (GJT)

**1. Objective:**

Runway 12-30 Final Design Package is the continuation of the Runway 11-29 Replacement Program. The goal continues to be relocation of the Runway with minimal impact to the aircraft users, including maintaining IFR procedures, Navigational Aids, etc. This project will be the continuation of the design of the runway pavement.

**2. Benefits Anticipated:**

The continuation of the design for Runway 12-30 will allow for construction of the miscellaneous elements of the project including electrical vault, NAVAIDs, and airport survey control relocation.

**3. Approach:** (See approved Scope of Work in Final Application)

See scope of work

**4. Geographic Location:**

The Grand Junction Regional Airport is located approximately 2 miles Northeast of the central business district of Grand Junction, Colorado. The physical address of the Airport is 2828 Walker Field Drive, Grand Junction, Colorado 81506.

**5. If Applicable, Provide Additional Information:**

**6. Sponsor's Representative:** (include address & telephone number)

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

**CIP/PREAPPLICATION DATA SHEET**

AIRPORT: Grand Junction Regional Airport (GJT) LOCAL PRIORITY: N/A UPDATED: December 2024  
 WORK ITEM: Runway 12-30 Final Design Package

**SKETCH:**



**JUSTIFICATION:** Runway 12-30 Pavement Design is the continuation of the Runway 11-29 Replacement/Relocation Program. The goal continues to be relocation of the Runway with minimal impact the aircraft users, including maintaining IFR procedures, Navigational Aids, etc. Final design package includes electrical vault design, TW Connectors A1 and A7, NAVAIDS, AGIS survey, PAC & SAC relocation, and drainage.

**SPONSOR SIGNATURE:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**COST ESTIMATE: \$3,500,000** Item (Final Design Package.)

ADMINISTRATION:	\$		\$		\$
ENGINEERING:	\$	3,500,000	\$		\$
CONSTRUCTION:	\$		\$	TOTAL:	\$ 3,500,000

**ADO USE:**

PREAPP NO: \_\_\_\_\_ GRANT NO: \_\_\_\_\_ NPIAS CODE: \_\_\_\_\_ WORK CODE: \_\_\_\_\_ FAA PRIOR: \_\_\_\_\_ FED \$ \_\_\_\_\_

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

TOPIC:	Garver Task Order 04 Parking Lot Improvement Design		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approve Garver Task Order No. 04 in the amount of \$260,800 to design and provide bid support services for landside parking lot improvements and authorize the Executive Director to sign the task order.		
SUMMARY:	<p>The existing public parking lot has reached capacity. Based on recommendations in the Airport Development Plan and recent holiday travel demand public parking needs to expand. By expanding to the southwest, and connecting to the existing public parking lot, we can add approximately 350 spaces, bringing the total public parking space count to over 1300.</p> <p>This scope of work is for full design of a new paved public parking lot and reconfiguration of the existing detention to accommodate these improvements. Following the completion of the design Garver will advertise this project for bids and we will return to the Board for a separate approval to move forward with construction.</p> <p>The planned schedule is to complete the design by early summer to enable the construction to be finished before the Thanksgiving 2025 holiday.</p> <p>Parking lot improvements were specifically listed as a project in the procurement for an on-call engineer that was awarded to Garver in 2023 and this scope will be issued under that master service agreement. This design effort will be funded entirely by Airport revenues as parking is ineligible for existing grant funding opportunities available to the Authority. Specifically, this effort will be funded using the approximately \$400,000 in remaining 2023 State Infrastructure Bank (SIB) Loan proceeds borrowed to fund parking lot expansion and general aviation pavement maintenance. Staff have coordinated with CDOT staff to secure approval and pursue additional SIB loan opportunities in 2025 for construction.</p>		
REVIEWED BY:	Executive Director and Legal Counsel (Dan Reimer)		
FISCAL IMPACT:	Total Cost - \$260,800		
ATTACHMENTS:	Garver Task Order No 04		
STAFF CONTACT:	Angela Padalecki <a href="mailto:apadalecki@gjairport.com">apadalecki@gjairport.com</a> Office: 970-248-8588		





**WORK ORDER NO. 4**  
**Grand Junction Regional Airport Authority**  
**Grand Junction, Colorado**  
**Project No. 2402522**

This WORK ORDER (“Work Order”) is made by and between the **Grand Junction Regional Airport Authority** (hereinafter referred to as “**Owner**”) and **Garver, LLC**, (hereinafter referred to as “**Garver**” or “**Engineer**”) in accordance with the provisions of the MASTER AGREEMENT FOR PROFESSIONAL SERVICES executed on January 18, 2023 (the “**Agreement**”).

Under this Work Order, the Owner intends to **design and bid a terminal parking lot expansion**.

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**

Garver shall provide the Services described in Appendix A.

**SECTION 2 – PAYMENT**

For the Services set forth above, the table below presents a summary of the fee amounts and fee types for this Work Order.

WORK DESCRIPTION	FEE AMOUNT	FEE TYPE
Surveys (Subconsultant)	\$9,100	LUMP SUM
Geotechnical (Subconsultant)	\$25,300	LUMP SUM
Final Design	\$157,900	LUMP SUM
Bidding Services	\$18,500	LUMP SUM
Permitting	\$50,000	RATE SCHEDULE
<b>TOTAL FEE</b>	<b>\$260,800.00</b>	

The lump sum amount to be paid under this Work Order is \$210,800. For informational purposes, a breakdown of Garver’s estimated costs is included herein with approximate current hourly rates for each employee classification. The Owner will pay Garver for Services rendered at the rates shown in Appendix 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 hourly amount paid to Garver under this Work Order is estimated to be \$50,000.

As directed by the Owner, some billable Services may have been performed by Garver prior to execution of this Work Order. Payment for these Services will be made in accordance with the fee arrangement established herein, as approved by the Owner.

Garver shall provide Owner notice when Garver is within ten percent (10%) of the not-to-exceed amount. In which event, Owner 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 Work 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 – APPENDICES**

- 3.1 The following Appendices are attached to and made a part of this Work Order:
  - 3.1.1 Appendix A - Scope of Services
  - 3.1.2 Appendix B – Fee Spreadsheet

This Work 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 Work Order shall be the last date written below.

GRAND JUNCTION REGIONAL  
AIRPORT AUTHORITY

GARVER, LLC

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

By: Colin Bible  
*Signature*

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

Name: Colin Bible, PE  
*Printed Name*

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

Title: Vice President

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

Date: 12/6/2024

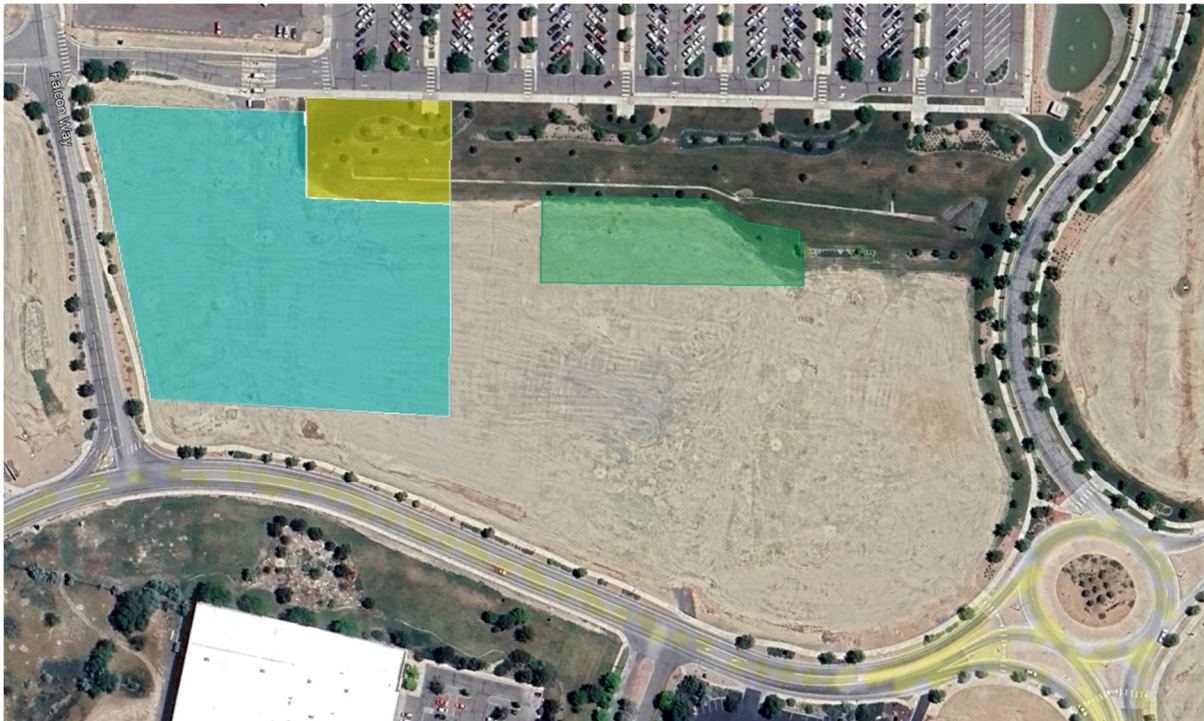


## EXHIBIT A (SCOPE OF SERVICES)

Generally, the Scope of Services includes the following professional services for improvements to the Terminal Parking Lot and the Employee Parking Lot at Grand Junction Regional Airport. Improvements will consist primarily of engineering design, permitting, and bidding services to expand the terminal parking lot as shown in project sketch below.

- Project Administration
- Surveying Services
- Geotechnical Services
- Design Services
  - 90% Final Design
  - 100% Issued for Bid
- Bidding Services
- Permitting

### 1. PROJECT SKETCH



- Cyan = proposed lot expansion
- Yellow = Proposed landscaping/detention to be removed
- Green = Proposed landscaping/detention to be added

### 2. PROJECT ADMINISTRATION

- 2.1. Garver will serve as the Owner's representative for the project and furnish consultation and advice to the Owner during the performance of this service. Garver will attend conferences



alone or with Owner's representatives, local officials, state and federal agencies, and others regarding the scope of the proposed project, its general design, functions, and impacts.

### **3. SURVEYING SERVICES**

- 3.1. Design Surveys. River City Consultants, as a subconsultant to Garver, will provide field survey data from field work for designing the project, and this survey will be tied to the Owner's control network. The surveyor will provide traffic control necessary to accomplish the field work.
- 3.2. River City will conduct field surveys, utilizing radial topography methods, at intervals and for distances at and/or along the project site as appropriate for modeling the existing ground, including locations of pertinent features or improvements. Buildings and other structures, pavements, streets, drainage features, lights and signs, fences, trees over eight inches in diameter, visible utilities as well as those underground utilities marked by their owners and/or representatives, and any other pertinent topographic features that may be present at and/or along the project site, will be located. Control points will be established for use during construction. All surveys shall be conducted during normal working hours.
- 3.3. Garver will assemble data obtained during the performance of the field surveys in an AutoCAD Civil3D base map drawing to be utilized for design of the project.

### **4. GEOTECHNICAL SERVICES**

- 4.1. GeoStrata, as a subconsultant to Garver, will be responsible for obtaining, interpreting, and evaluating geotechnical data necessary for the design of this project. The following is a summary of the geotechnical services provided under this Scope of Services.
- 4.2. Field Investigation:
  - 4.2.1. A minimum of eight (8) total boreholes will be taken to depths of 10 to 15-ft.
  - 4.2.2. A minimum of three test pits will be excavated during our field study.
  - 4.2.3. The following information will be documented from these bore holes and test pits
    - 4.2.3.1. Range of depths for each soil layer, including thickness of topsoil/fill layer;
    - 4.2.3.2. USCS soil classification;
    - 4.2.3.3. Depth to groundwater table (if encountered during drilling)
    - 4.2.3.4. Standard Penetration Test blows
    - 4.2.3.5. Type and depth range of samples obtained
    - 4.2.3.6. Soil description
    - 4.2.3.7. Dynamic Cone Penetrometer test results
  - 4.2.4. Bore holes will be backfilled with auger cuttings to near original ground conditions
- 4.3. Laboratory Tests:
  - 4.3.1. Moisture and density
  - 4.3.2. Soil classification, gradation
  - 4.3.3. Unconfined Strength and/or Swell and collapse testing
  - 4.3.4. Soil classification, gradation, Atterberg, hydrometer if required for Frost Group
  - 4.3.5. Standard Proctor
  - 4.3.6. 3-Point CBR Testing
  - 4.3.7. Sulfate and corrosion testing
- 4.4. Engineering Data Report: A geotechnical report will be prepared that summarizes the results of our field exploration and laboratory test results and provides pavement design



recommendations, general construction suggestions, and any subgrade stabilization, if required. The study is intended to provide pavement recommendations based on City of Grand Junction and typical roadway/parking lot design standards for the area.

## 5. DESIGN SERVICES

- 5.1. General: Garver will prepare detailed construction drawings, specifications, instructions to bidders, and general provisions and special provisions, all based on guides furnished to Garver by the Owner, City of Grand Junction, and Mesa County, or internally developed by Garver for construction of Phase 1 of the parking lot expansion. Contract Documents (Plans, Specifications, and Estimates) will be prepared for award of one (1) construction contract. These designs shall conform to the standards of practice ordinarily used by members of Garver's profession practicing under similar conditions and shall be submitted to the Grand Junction/Mesa County office from which approval must be obtained.
- 5.2. Owner / Agency Coordination: Garver's project manager and/or design team will coordinate with the Owner as necessary to coordinate design decisions, site visits, document procurement, or other design needs.
- 5.3. Project Management Plan / Quality Control Procedures
  - 5.3.1 Garver will develop a project specific project management plan. The project management plan will include the project background, scope of work, stakeholder contact information, project team organization and roles, design criteria, project schedule, deliverables, and quality control procedures.
  - 5.3.2 Garver will complete quality control reviews for each deliverable prior to any design submission to Owner and/or FAA. Quality control reviews will be completed by qualified project managers, project engineers, and/or senior construction observers who are experienced in the relevant discipline and design elements under review. Bi-weekly internal progress meetings will be held during all design phases to ensure adequate quality control throughout the design phases.
- 5.4. Environmental Coordination
  - 5.4.1. Garver will develop a Stormwater Management Plan (SWMP), including erosion control plans and details. Upon Owner review, the SWMP and NOI shall be submitted to Mesa County for review. Garver will incorporate comments from the review agency. The contractor will be required to obtain a construction stormwater discharge permit from Mesa County and the Colorado Department of Public Health and Environment (CDPHE).
- 5.5. Existing Conditions Review
  - 5.5.1. Record Document Review: Garver will review record document data from the vicinity of the construction site to evaluate existing conditions. Record document data may include record drawings, record surveys, utility maps, GIS data, and previous design reports.
  - 5.5.2. Site Visits: Garver's civil engineers will perform up to one (1) site visits to the project site to review existing conditions and evaluate survey and record document data.
- 5.6. Pavement Design: Garver will consider City standard pavements sections and previously developed pavement sections for existing customer parking lot. Garver will utilize information



obtained from the geotechnical investigation to recommend modification of those pavement sections.

5.7. Geometric Design: Garver will provide geometric design in accordance with Grand Junction or other local standards.

5.8. Modeling: Garver will develop a preliminary surface grade model based on the requirements of Grand Junction and ADA standards for accessible design. Modeling will include all proposed drive lanes, curb and gutter, and sidewalks to tie into existing grade for the project site. Modeling will be an iterative process to determine the most efficient design solution.

5.9. Electrical

5.9.1. Parking Lot Lighting and Signage: Garver will provide electrical engineering services to design the new lighting improvements on the project including but not limited to the following: new light poles to match the style and spacing of the existing paved parking lot and new access guidance signs.

5.10. Utility Design and Coordination: The following utilities are expected to be included within the scope of the project. Garver will coordinate with the Owner and applicable utility owners for design reviews and coordination for the proposed Phase 1 project.

- Private Storm Drainage
- Private Electrical

It is assumed the existing utilities have adequate capacity and are extended to a location to service the project. Should relocations, extensions or improvements be required that are not listed above, Garver may provide for an additional fee.

Garver will furnish plans to all known utility owners potentially affected by the project at each stage of development. Garver shall conduct coordination meetings among all known affected utility owners to enable them to coordinate efforts for any necessary utility relocations. Garver will include the surveyed locations of the observable and marked utilities in the construction plans. Garver will also include proposed and/or relocated utility information in the construction plans as provided by the utility companies.



5.11. Plan Set Development

The following matrix details the plan drawings estimated to be included in each design submittal.

Plan Set	Design Phase	
	90% Final	Issued for Bid
Cover Sheet	X	X
Sheet Index	X	X
General Notes	X	X
Site Plan	X	X
Survey Control Plan	X	X
Existing Conditions Plans	X	X
Erosion Control Plans	X	X
Erosion Control Details	X	X
Demolition Plans	X	X
Demolition Details	X	X
Drainage Plans	X	X
Drainage Details	X	X
Typical Sections	X	X
Paving Plans	X	X
Paving Details	X	X
Grading Plans	X	X
Grading Details	X	X
Pavement Marking and Signage Plans	X	X
Pavement Marking and Signage Details	X	X
Electrical Notes	X	X
Electrical Removal Plans	X	X
Electrical Installation Plans	X	X
Electrical Details	X	X



5.12. Specifications and Contract Documents

5.12.1. Technical Specifications: Detailed specifications shall be developed using appropriate standards approved for use by Grand Junction, Mesa County, and CDOT. Additional supplementary specifications will be developed for project requirements not covered by these agencies.

5.12.2. Construction Contract Documents: Garver will develop construction contract documents based on EJCDC and GJRAA standards. Final construction contract documents will be submitted to the Owner for final review and approval.

5.13. Quantities and Engineer's Opinion of Probable Cost: Garver will develop detailed quantities in PDF format for use in construction cost estimating for each design phase. Quantities will be completed by pay item. Upon the completion of quantity development, Garver will review previous cost data and market conditions and complete an Engineer's Opinion of Probable Cost.

5.14. Design Services Submission and Meeting Summary: The following design submittal phases shall be included in the fee summary. A summary of each design phase and the associated review meetings is included below.

5.14.1. 90% Final Design

5.14.1.1. Garver will develop 90% final design plans, specifications, and engineer's report and submit these to the Owner for review.

5.14.1.2. Garver will meet with the Owner to review the 90% final design plans, and specifications and to receive Owner comments and direction.

5.14.1.3. Garver will incorporate Owner comments and submit a permitting package to the City for approval.

5.14.2. 100% Issued for Bid (IFB): Garver will incorporate permitting and Owner comments to develop 100% IFB plans and specifications.

**6. BIDDING SERVICES**

6.1. Bidding. Garver will assist the Owner in advertising for and obtaining bids or negotiating proposals for one prime contract for construction, materials, equipment and services; and, where applicable, maintain a record of prospective bidders to whom Bidding Documents have been issued, attend a pre-bid conference and receive and process deposits for Bidding Documents. The Owner will pay advertising costs outside of this contract.

6.2. Garver will issue addenda as appropriate to interpret, clarify or expand the Bidding Documents. Garver will consult with and advise the Owner as to the acceptability of subcontractors, suppliers and other persons and organizations proposed by the prime contractor(s) (herein called "Contractor(s)") for those portions of the work as to which such acceptability is required by the Bidding Documents. Garver will consult with the Owner concerning the acceptability of substitute materials and equipment proposed by Contractor(s) when substitution prior to the award of contracts is allowed by the Bidding Documents.

6.3. Garver will attend the bid opening, prepare a bid tabulation, and assist the Owner in evaluating bids or proposals and in assembling and awarding contracts for construction, materials,





equipment, and services. Garver will assist the Owner in the execution of all contract documents and furnish a sufficient number of executed documents for the Owner, and Contractor.

## **7. PERMITTING**

7.1. Drainage Analysis: Garver will perform drainage analysis necessary for the permitting of the project. It is anticipated that permitting will require drainage analysis of the Phase 1 project area existing conditions and establishment of storm water detention to manage the additional storm water run-off from the proposed development. A downstream assessment is not included within this scope. If the AHJ should require downstream analysis, this may be provided for an additional fee. A pre-development model will be developed to include drainage infrastructure that is known to be functional. Damaged or non-functional drainage infrastructure will not be included in the pre-development model. Garver will also develop a post-development model to manage runoff from the project site. The post-development model may include the expansion of the existing detention areas as well as potential onsite mitigation options. Design of more than one mitigation option is not included. Garver will develop a brief drainage analysis to include the following:

- Pre-development Drainage Methodology and Results
- Conceptual Post-development Drainage Methodology and Results
- Overall Drainage Recommendations

7.2. AHJ Coordination: Garver will provide coordination services with the Authority Having Jurisdiction (AHJ) to acquire the necessary permits for the approval of the proposed development design.

## **8. PROJECT DELIVERABLES**

8.1. The following deliverables will be submitted to the parties identified below. Unless otherwise noted below, all deliverables shall be electronic.

- Drainage Analysis to the Owner and City.
- 90% Final Design Plans, Specifications to the Owner and City.
- 100% Issued for Bid Plans, Specifications to the Owner.

## **9. ADDITIONAL SERVICES**

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

- Redesign for the Owner's convenience or due to changed conditions after previous alternate direction. Changes in conditions may include, but are not limited to major changes to geometry, pavement, parking lot layout, or utility alignments.
- Deliverables beyond those listed herein.
- Property survey or easement development.
- Design of any utility relocation, extensions, or improvements not identified in the scope.
- Engineering, architectural, or other professional services beyond those listed herein.
- Downstream stormwater analysis or study, flood study, water or sewer modeling or studies, boundary or ALTA survey.
- Design of more than one stormwater mitigation options.
- Retaining walls or other significant structural design.



- Construction Administration Services, On-Site Construction Observation, and/or Construction Materials Testing.
- Environmental Handling and Documentation, including wetlands identification or mitigation plans or other work related to environmentally or historically (culturally) significant items.
- Permitting for environmentally sensitive areas.
- 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.

**10. SCHEDULE**

10.1. Garver shall complete the work in accordance with the schedule below. Contract execution and NTP is assumed to be received no later than Jan 6, 2025 and permitting review comments are assumed to be received within three weeks.

<b>Design Phase</b>	<b>Milestone</b>
90% Final Design & Permitting	March 7, 2025
100% Issued for Bid	April 4, 2025

## Exhibit B

### Grand Junction Regional Airport Terminal Parking Lot Expansion

#### FEE SUMMARY

	<b>Title I Service</b>	<b>Estimated Fees</b>
Lump Sum	Surveys (Subconsultant)	\$ 9,100.00
Lump Sum	Geotechnical (Subconsultant)	\$ 25,300.00
Lump Sum	Final Design	\$ 157,900.00
Lump Sum	Bidding Services	\$ 18,500.00
Hourly	Permitting	\$ 50,000.00
	<b>Subtotal for Title I Service</b>	<b>\$ 260,800.00</b>









# 2025

## Grand Junction Regional Airport Authority

January						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

March						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

April						
S	M	T	W	T	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May						
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11	12	13	14	15	16	17
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25	26	27	28	29	30	31

June						
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

July						
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13	14	15	16	17	18	19
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27	28	29	30	31		

August						
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24	25	26	27	28	29	30
31						

September						
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28	29	30				

October						
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26	27	28	29	30	31	

November						
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30						

December						
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

- GJRAA Board Workshop (not scheduled)
- GJRAA Board Meeting
- Joint Agency Meeting (City / County / GJRAA)



Subject to change. Updated: 12.03.2024

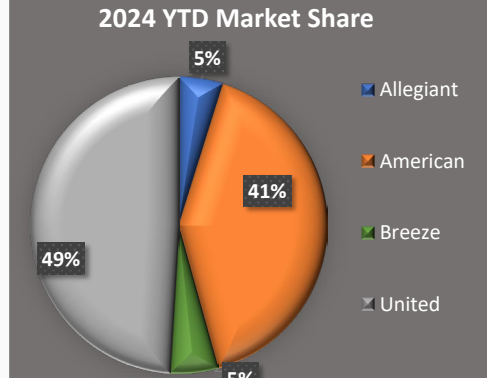
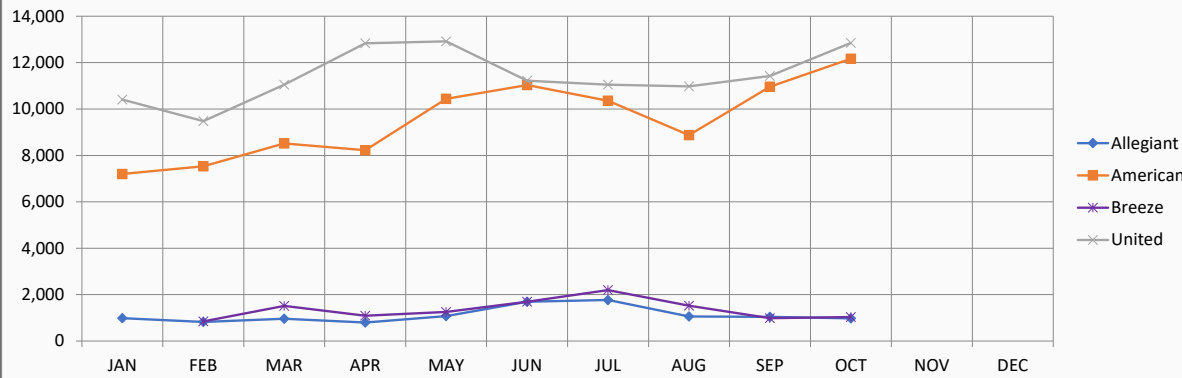




GRAND JUNCTION REGIONAL AIRPORT

**October 2024**  
DATA & STATISTICS

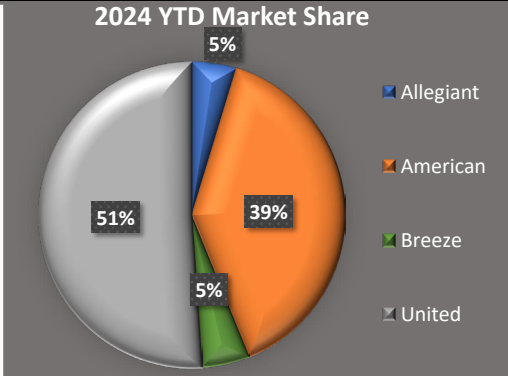
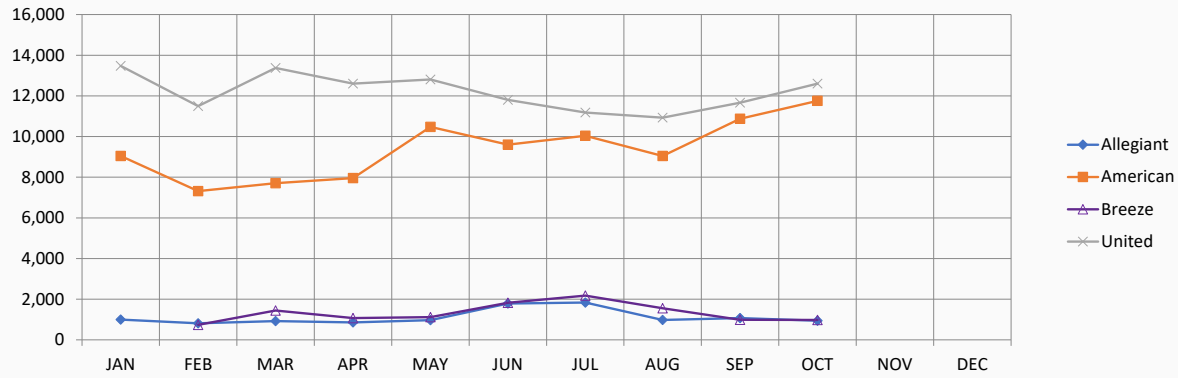
# Total Passenger Enplanements



2024	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Charters/ Diversions	Total	Annual
JAN	987	7,201		10,410	0	18,598	↑ 12.1%
FEB	824	7,532	846	9,478	0	18,680	↑ 1.4%
MAR	961	8,521	1,512	11,046	53	22,093	↑ 10.0%
APR	798	8,226	1,089	12,830	0	22,943	↑ 3.4%
MAY	1,078	10,441	1,258	12,917	0	25,694	↑ 8.6%
JUN	1,696	11,035	1,691	11,224	6	25,652	↑ 27.0%
JUL	1,771	10,359	2,195	11,046	0	25,371	↑ 15.8%
AUG	1,060	8,873	1,519	10,973	243	22,668	↑ 11.7%
SEP	1,041	10,959	988	11,427		24,415	↑ 4.7%
OCT	980	12,168	1,034	12,845	0	27,027	↑ 13.6%
NOV						0	
DEC						0	
<b>TOTAL</b>	<b>11,196</b>	<b>95,315</b>	<b>12,132</b>	<b>114,196</b>	<b>302</b>	<b>233,141</b>	
Market Share	4.80%	40.88%	5.20%	48.98%	0.13%	100.00%	

2023	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Charters/ Diversions	Total
JAN	932	8,545	0	7,110	0	16,587
FEB	1,507	9,479	0	7,326	108	18,420
MAR	2,512	8,687	0	8,886	0	20,085
APR	1,790	10,063	0	10,339	0	22,192
MAY	1,587	10,848	0	11,221	0	23,656
JUN	1,663	9,246	0	9,285	0	20,194
JUL	2,571	10,062	0	9,280	0	21,913
AUG	1,303	9,171	0	9,826	0	20,300
SEP	893	10,032	0	12,388	0	23,313
OCT	1,074	11,220	0	11,501	0	23,795
NOV	980	8,490	0	11,535	0	21,005
DEC	1,041	7,932	0	10,877	0	19,850
<b>TOTAL</b>	<b>17,853</b>	<b>113,775</b>	<b>-</b>	<b>119,574</b>	<b>108</b>	<b>251,310</b>
Market Share	7.10%	45.27%	0.00%	47.58%	0.04%	100.00%

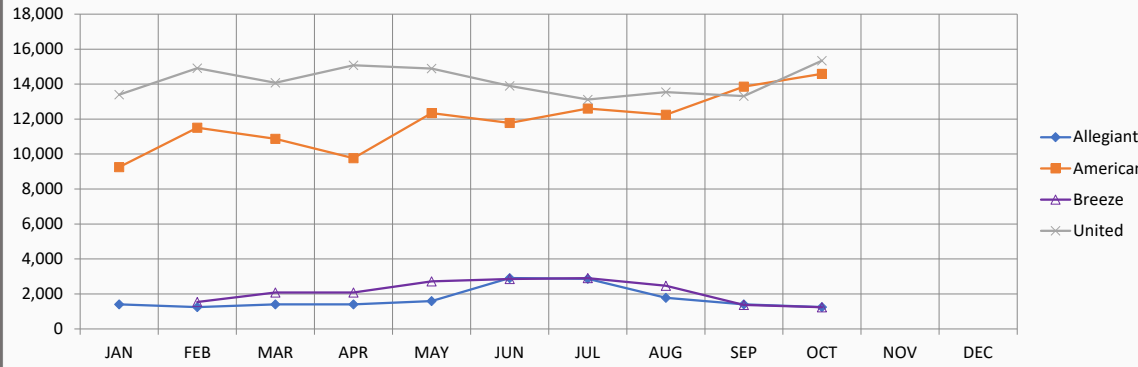
# Total Passenger Deplanements



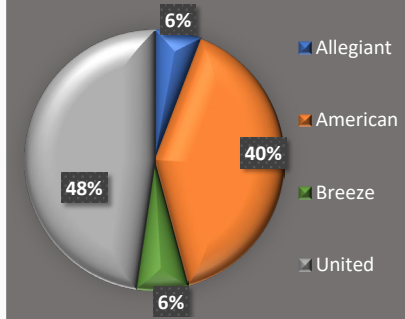
2024	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Charters/ Diversions	Total	Annual
JAN	1,001	9,044		13,474	0	23,519	↑ 21.4%
FEB	814	7,316	738	11,500	178	20,546	↑ 4.4%
MAR	925	7,705	1,445	13,377	207	23,659	↑ 0.7%
APR	860	7,960	1,067	12,601	121	22,609	↓ -1.0%
MAY	966	10,472	1,122	12,802	248	25,610	↑ 10.0%
JUN	1,787	9,601	1,823	11,801	40	25,052	↑ 21.3%
JUL	1,835	10,040	2,176	11,181	233	25,465	↑ 19.0%
AUG	979	9,041	1,554	10,928	1,212	23,714	↑ 16.4%
SEP	1,071	10,875	989	11,665	57	24,657	↑ 10.8%
OCT	939	11,755	975	12,602	62	26,333	↑ 16.1%
NOV						0	
DEC						0	
<b>TOTAL</b>	<b>11,177</b>	<b>93,809</b>	<b>11,889</b>	<b>121,931</b>	<b>2,358</b>	<b>241,164</b>	
Market Share	4.63%	38.90%	4.93%	50.56%	0.98%	100.00%	

2023	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Charters/ Diversions	Total
JAN	900	8,617	0	9,727	131	19,375
FEB	1,529	9,723	0	8,164	265	19,681
MAR	2,259	10,202	0	10,820	202	23,483
APR	1,827	10,498	0	10,453	54	22,832
MAY	1,683	10,837	0	10,761	0	23,281
JUN	1,683	9,194	0	9,776	2	20,655
JUL	2,792	9,595	0	9,006	0	21,393
AUG	1,345	9,124	0	9,897	0	20,366
SEP	796	9,615	0	11,834	0	22,245
OCT	1,050	10,451	0	11,176	0	22,677
NOV	960	8,262	0	11,333	0	20,555
DEC	992	8,386	0	11,724	0	21,102
<b>TOTAL</b>	<b>17,816</b>	<b>114,504</b>	<b>-</b>	<b>124,671</b>	<b>654</b>	<b>257,645</b>
Market Share	6.91%	44.44%	0.00%	48.39%	0.25%	100.00%

## Scheduled Capacity



### 2024 YTD Market Share

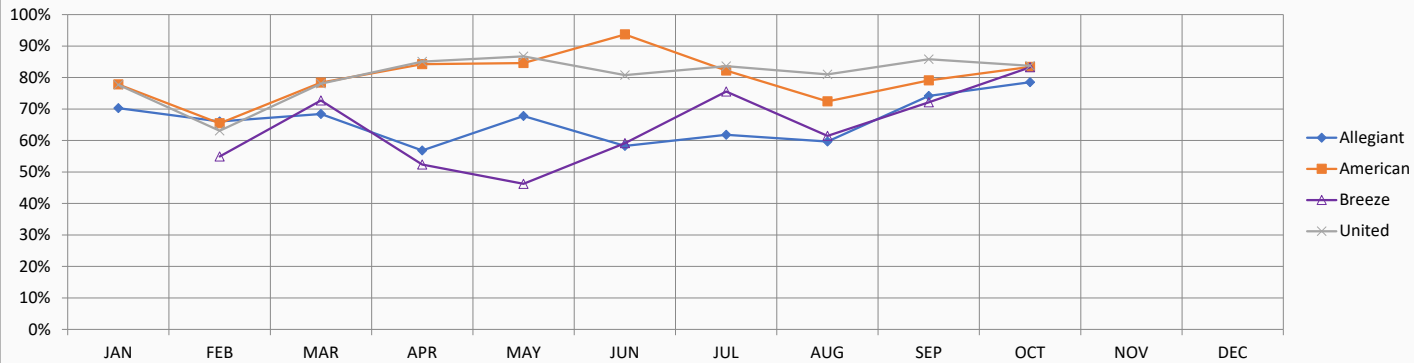


2024	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Total	Annual
JAN	1,404	9,254		13,399	24,057	↑ 15.8%
FEB	1,248	11,508	1,540	14,912	29,208	↑ 21.1%
MAR	1,404	10,871	2,080	14,078	28,433	↑ 2.1%
APR	1,404	9,766	2,080	15,077	28,327	↑ 4.5%
MAY	1,590	12,342	2,720	14,892	31,544	↑ 13.4%
JUN	2,910	11,779	2,860	13,898	31,447	↑ 22.9%
JUL	2,865	12,598	2,904	13,118	31,485	↑ 14.5%
AUG	1,776	12,246	2,470	13,544	30,036	↑ 12.7%
SEP	1,404	13,853	1,370	13,314	29,941	↑ 9.4%
OCT	1,248	14,588	1,242	15,341	32,419	↑ 26.0%
NOV					0	
DEC					0	
<b>TOTAL</b>	<b>17,253</b>	<b>118,805</b>	<b>19,266</b>	<b>141,573</b>	<b>296,897</b>	
Market Share	5.81%	40.02%	6.49%	47.68%	100.00%	

2023	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Total
JAN	1,446	11,096	0	8,230	20,772
FEB	2,112	13,749	0	8,262	24,123
MAR	3,102	13,908	0	10,846	27,856
APR	2,826	13,300	0	10,980	27,106
MAY	2,334	13,057	0	12,418	27,809
JUN	3,078	11,091	0	11,424	25,593
JUL	3,546	12,727	0	11,214	27,487
AUG	1,794	13,628	0	11,218	26,640
SEP	1,278	11,972	0	14,112	27,362
OCT	1,404	12,212	0	12,106	25,722
NOV	1,269	10,053	0	12,716	24,038
DEC	1,448	9,912	0	12,990	24,350
<b>TOTAL</b>	<b>25,637</b>	<b>146,705</b>	<b>-</b>	<b>136,516</b>	<b>308,858</b>
Market Share	8.30%	47.50%	0.00%	44.20%	100.00%

# Load Factor

\*Includes Scheduled Flights ONLY



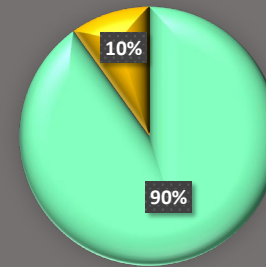
2024	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Total	Annual
JAN	70%	78%		78%	77%	↓ -3%
FEB	66%	65%	55%	63%	64%	↓ -13%
MAR	68%	78%	73%	78%	77%	↑ 5%
APR	57%	84%	52%	85%	81%	↑ 0%
MAY	68%	85%	46%	87%	81%	↓ -4%
JUN	58%	94%	59%	81%	82%	↑ 4%
JUL	62%	82%	76%	84%	80%	↑ 1%
AUG	60%	72%	61%	81%	75%	↑ 1%
SEP	74%	79%	72%	86%	82%	↓ -4%
OCT	79%	83%	83%	84%	83%	↓ -8%
NOV						
DEC						
<b>TOTAL</b>	<b>65%</b>	<b>80%</b>	<b>63%</b>	<b>81%</b>	<b>79%</b>	

2023	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Total
JAN	64%	77%	0%	86%	80%
FEB	71%	69%	0%	89%	76%
MAR	81%	62%	0%	82%	72%
APR	63%	76%	0%	91%	81%
MAY	68%	83%	0%	90%	85%
JUN	54%	83%	0%	77%	77%
JUL	73%	79%	0%	81%	79%
AUG	73%	67%	0%	83%	74%
SEP	70%	84%	0%	88%	85%
OCT	76%	92%	0%	94%	92%
NOV	77%	84%	0%	91%	87%
DEC	72%	80%	0%	84%	82%
<b>TOTAL</b>	<b>70%</b>	<b>78%</b>	<b>0%</b>	<b>86%</b>	<b>81%</b>

## 2024 Enplaned and Deplaned Airfreight - Lbs

### 2024 Market Share

2024 YTD		
Enplaned Freight	3,459,824	↑ 19.63%
Deplaned Freight	5,488,312	↑ 11.80%
2023 YTD		
Enplaned Freight	2,892,122	
Deplaned Freight	4,909,202	



- FedEx
- Key Lime
- American
- Breeze
- United

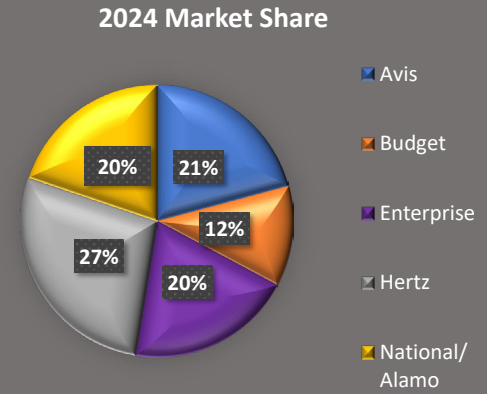
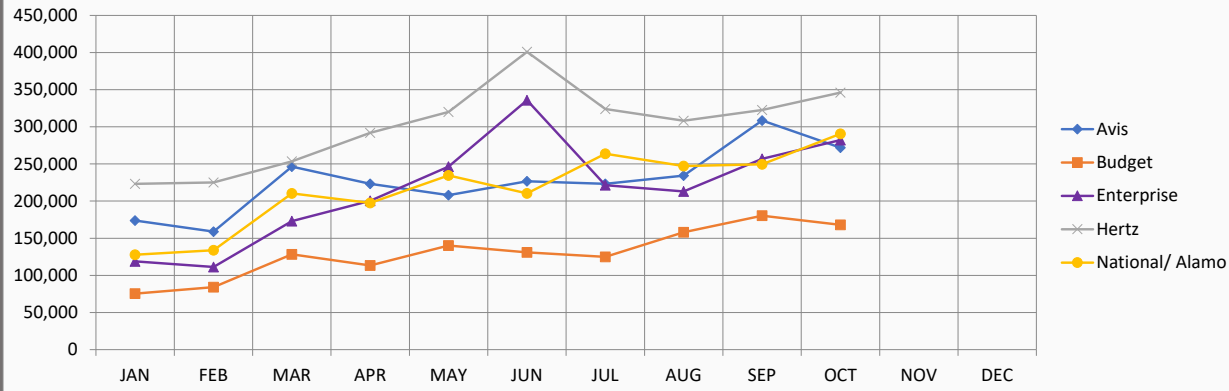
Enplaned	FedEx	Key Lime	American	Breeze	United	Total	YTD Total	Annual
JAN	284,027	14,391	12	-	97	298,527	298,527	↑ 8.0%
FEB	304,293	11,959	-	-	29	316,281	614,808	↑ 33.5%
MAR	312,469	16,211	-	-	989	329,669	944,477	↑ 1.5%
APR	281,463	16,218	-	-	167	297,848	1,242,325	↑ 8.3%
MAY	358,924	11,261	-	-	103	370,288	1,612,613	↑ 41.2%
JUN	359,404	12,986	13	-	15	372,418	1,985,031	↑ 29.1%
JUL	374,027	14,381	95	-	58	388,561	2,373,592	↑ 45.2%
AUG	401,207	12,791	-	-	44	414,042	2,787,634	↑ 13.0%
SEP	342,599	16,332	-	-	71	359,002	3,146,636	↑ 19.2%
OCT	297,247	15,800	7	-	134	313,188	3,459,824	↑ 7.1%
NOV	-	-	-	-	-	-	-	-
DEC	-	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>3,315,660</b>	<b>142,330</b>	<b>127</b>	<b>-</b>	<b>1,707</b>	<b>3,459,824</b>	<b>3,459,824</b>	
Market Share	95.83%	4.11%	0.00%	0.00%	0.05%	100.00%		

Deplaned	FedEx	Key Lime	American	Breeze	United	Total	YTD Total	Month over Month
JAN	375,391	65,372	380	-	2,181	443,324	443,324	↓ -1.1%
FEB	438,433	65,277	567	-	615	504,892	948,216	↑ 17.3%
MAR	459,530	69,041	-	-	573	529,144	1,477,360	↑ 2.1%
APR	376,375	72,606	701	-	-	449,682	1,927,042	↑ 8.5%
MAY	517,230	75,952	-	-	-	593,182	2,520,224	↑ 34.4%
JUN	540,216	68,273	791	-	-	609,280	3,129,504	↑ 14.4%
JUL	578,093	81,629	159	-	-	659,881	3,789,385	↑ 28.6%
AUG	595,377	80,760	568	-	-	676,705	4,466,090	↑ 12.7%
SEP	480,308	66,660	18	-	-	546,986	5,013,076	↑ 8.4%
OCT	386,561	87,660	1,015	-	-	475,236	5,488,312	↓ -6.0%
NOV	-	-	-	-	-	-	-	-
DEC	-	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>4,747,514</b>	<b>733,230</b>	<b>4,199</b>	<b>-</b>	<b>3,369</b>	<b>5,488,312</b>	<b>5,488,312</b>	
Market Share	86.50%	13.36%	0.08%	0.00%	0.06%	100.00%		

# 2024 Aircraft Operations

2024	Itinerant					Local			TOTAL
	Air Carrier	Air Taxi	General Aviation	Military	TOTAL ITINERANT	Local Civilian	Local Military	TOTAL LOCAL	
JAN	629	456	1,839	98	3,022	2,080	36	2,116	5,138
FEB	666	413	1,848	182	3,109	2,010	50	2,060	5,169
MAR	711	471	1,762	107	3,051	2,002	82	2,084	5,135
APR	554	405	2,090	98	3,147	1,776	76	1,852	4,999
MAY	651	431	2,055	134	3,271	1,628	90	1,718	4,989
JUN	691	418	2,223	157	3,489	1,287	38	1,325	4,814
JUL	602	470	2,681	138	3,891	1,724	88	1,812	5,703
AUG	654	506	2,623	89	3,872	1,494	64	1,558	5,430
SEP	579	533	2,579	102	3,793	1,872	34	1,906	5,699
OCT	595	542	2,214	126	3,477	1,861	146	2,007	5,484
NOV					0			0	0
DEC					0			0	0
<b>TOTAL</b>	<b>6,332</b>	<b>4,645</b>	<b>21,914</b>	<b>1,231</b>	<b>34,122</b>	<b>17,734</b>	<b>704</b>	<b>18,438</b>	<b>52,560</b>
Historical Data	2019	2020	2021	2022	2023	2024	2023-2024 Inc/Dec		
JAN	3,425	3,713	4,904	4,477	4,054	5,138	↑	26.74%	
FEB	3,473	4,378	4,195	4,672	3,457	5,169	↑	49.52%	
MAR	4,119	3,241	4,710	4,636	4,390	5,135	↑	16.97%	
APR	3,378	2,436	4,238	4,357	4,538	4,999	↑	10.16%	
MAY	4,075	3,826	4,514	5,235	4,440	4,989	↑	12.36%	
JUN	4,293	4,588	5,000	4,785	4,473	4,814	↑	7.62%	
JUL	4,348	4,784	5,014	4,039	5,356	5,703	↑	6.48%	
AUG	4,256	5,436	4,858	4,983	5,250	5,430	↑	3.43%	
SEP	3,941	4,777	5,355	4,890	6,450	5,699	↓	-11.64%	
OCT	4,004	5,216	5,095	5,171	5,690	5,484	↓	-3.62%	
NOV	3,811	4,612	4,841	3,974	5,078	-			
DEC	4,216	4,532	4,269	3,746	6,135	-			
<b>TOTAL</b>	<b>47,339</b>	<b>51,539</b>	<b>56,993</b>	<b>54,965</b>	<b>59,311</b>	<b>52,560</b>			

# 2024 Rental Car Revenues

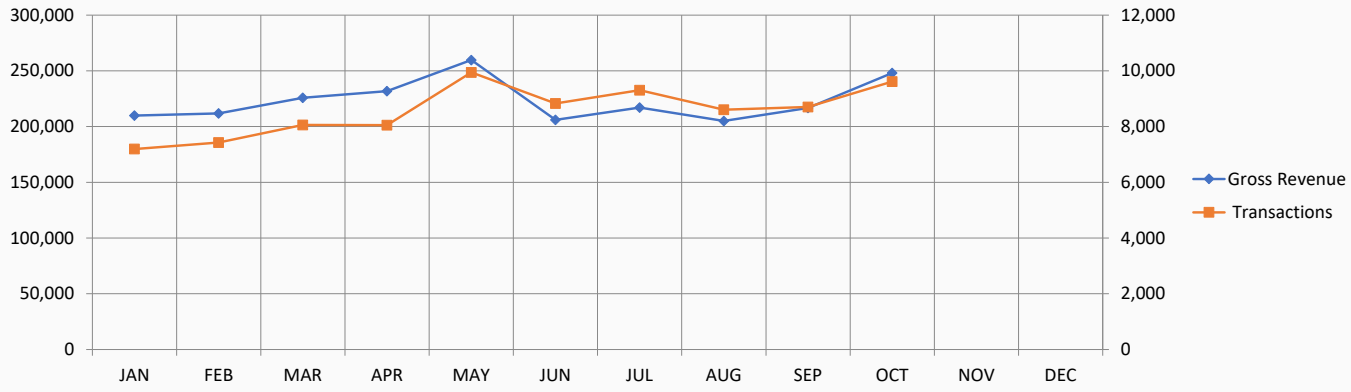


2024	Avis	Budget	Enterprise	Hertz	National/Alamo	Total	YTD Total	Annual YTD
JAN	173,845	75,404	118,776	223,211	127,791	719,026	719,026	↑ 2.3%
FEB	158,922	84,182	111,296	225,026	133,750	713,176	1,432,202	↑ 0.5%
MAR	246,456	128,358	173,034	253,618	210,412	1,011,878	2,444,080	↑ 4.0%
APR	223,351	113,327	200,361	291,896	197,600	1,026,535	3,470,615	↑ 2.7%
MAY	208,090	140,147	246,349	320,048	234,511	1,149,146	4,619,761	↑ 2.8%
JUN	226,669	130,964	335,824	400,989	210,385	1,304,832	5,924,593	↑ 5.2%
JUL	223,250	125,007	221,392	324,028	263,735	1,157,413	7,082,006	↑ 4.2%
AUG	234,414	158,079	213,082	308,297	247,299	1,161,171	8,243,177	↑ 3.9%
SEP	308,538	180,322	256,930	322,555	249,648	1,317,994	9,561,171	↑ 3.4%
OCT	271,999	167,926	282,095	346,142	290,613	1,358,774	10,919,944	↑ 3.3%
NOV						0		
DEC						0		
<b>TOTAL</b>	<b>2,275,534</b>	<b>1,303,717</b>	<b>2,159,139</b>	<b>3,015,811</b>	<b>2,165,744</b>	<b>10,919,944</b>	<b>10,919,944</b>	
Market Share	20.84%	11.94%	19.77%	27.62%	19.83%	100.00%		

2023	Avis	Budget	Enterprise	Hertz	National/Alamo	Total	YTD Total
JAN	181,827	65,487	123,652	188,798	143,046	702,810	702,810
FEB	190,145	75,821	107,590	206,867	142,539	722,962	1,425,772
MAR	254,342	104,412	134,608	247,316	183,427	924,105	2,349,877
APR	274,156	134,658	196,094	217,265	208,603	1,030,775	3,380,652
MAY	214,029	146,630	233,204	272,627	246,679	1,113,171	4,493,823
JUN	220,371	155,734	214,896	351,403	195,591	1,137,994	5,631,817
JUL	216,754	165,221	204,004	369,830	207,560	1,163,369	6,795,186
AUG	240,821	157,859	184,695	345,047	209,632	1,138,054	7,933,240
SEP	294,294	149,806	284,758	336,892	244,914	1,310,664	9,243,904
OCT	265,920	170,534	271,416	344,468	277,885	1,330,223	10,574,127
NOV	152,239	72,211	174,950	233,775	153,820	786,995	11,361,122
DEC	117,840	63,949	134,389	194,173	119,753	630,104	11,991,226
<b>TOTAL</b>	<b>2,622,738</b>	<b>1,462,322</b>	<b>2,264,256</b>	<b>3,308,461</b>	<b>2,333,449</b>	<b>11,991,226</b>	
Market Share	21.87%	12.19%	18.88%	27.59%	19.46%	100.00%	



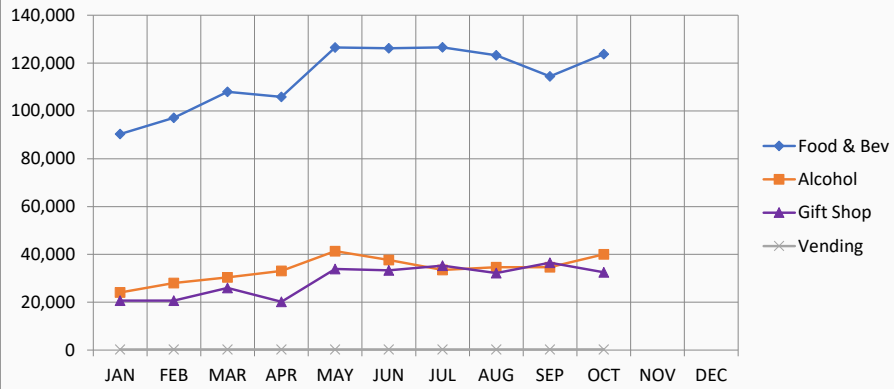
# 2024 Parking Revenues



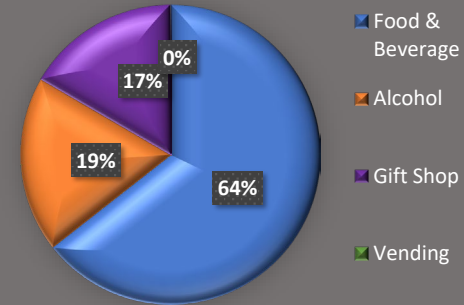
2024	Gross Revenue	Transactions	YTD Gross Revenue	YTD Transactions	Revenue per Transaction	Annual YTD
JAN	209,954	7,194	209,954	7,194	\$ 29.18	↑ 9.8%
FEB	211,874	7,431	421,828	14,625	\$ 28.51	↑ 1.2%
MAR	225,906	8,059	647,734	22,684	\$ 28.03	↑ 5.5%
APR	231,790	8,054	879,524	30,738	\$ 28.78	↓ -0.2%
MAY	259,750	9,946	1,139,274	40,684	\$ 26.12	↓ -0.5%
JUN	206,119	8,831	1,345,393	49,515	\$ 23.34	↑ 6.9%
JUL	217,102	9,305	1,562,495	58,820	\$ 23.33	↑ 13.0%
AUG	205,067	8,608	1,767,562	67,428	\$ 23.82	↑ 5.4%
SEP	216,690	8,703	1,984,252	76,131	\$ 24.90	↑ 3.1%
OCT	248,135	9,616	2,232,387	85,747	\$ 25.80	↑ 9.0%
NOV						
DEC						
<b>TOTAL</b>	<b>2,232,387</b>	<b>85,747</b>	<b>2,232,387</b>	<b>85,747</b>	<b>\$ 26.03</b>	

2023	Gross Revenue	Transactions	YTD Gross Revenue	YTD Transactions	Revenue per Transaction
JAN	182,662	6,875	182,662	6,875	\$ 26.57
FEB	201,062	7,137	383,724	14,012	\$ 28.17
MAR	214,738	8,079	598,462	22,091	\$ 26.58
APR	243,795	8,458	842,257	30,549	\$ 28.82
MAY	250,617	9,550	1,092,874	40,099	\$ 26.24
JUN	183,350	8,396	1,276,224	48,495	\$ 21.84
JUL	178,577	8,650	1,454,801	57,145	\$ 20.64
AUG	178,228	7,882	1,633,029	65,027	\$ 22.61
SEP	199,599	8,268	1,832,628	73,295	\$ 24.14
OCT	239,876	10,128	2,072,504	83,423	\$ 23.68
NOV	227,874	7,983	2,300,378	91,406	\$ 28.54
DEC	217,878	8,356	2,518,256	99,762	\$ 26.07
<b>TOTAL</b>	<b>2,518,256</b>	<b>99,762</b>	<b>2,518,256</b>	<b>99,762</b>	<b>\$ 25.24</b>

# 2024 Terminal Concessions Revenues



2024 Market Share



2024	Food & Beverage	Alcohol	Gift Shop	Vending	Total	Annual
JAN	90,313	24,078	20,698	249	\$ 135,337	↓ -6.2%
FEB	97,093	28,025	20,670	252	\$ 146,040	↑ 2.5%
MAR	107,983	30,437	25,985	260	\$ 164,665	↑ 1.2%
APR	105,850	33,106	20,187	260	\$ 159,404	↓ -8.6%
MAY	126,545	41,379	33,897	262	\$ 202,084	↑ 16.6%
JUN	126,205	37,653	33,305	255	\$ 197,418	↑ 21.7%
JUL	126,555	33,517	35,279	255	\$ 195,605	↑ 11.8%
AUG	123,235	34,608	32,184	255	\$ 190,282	↑ 13.3%
SEP	114,433	34,664	36,532	263	\$ 185,892	↑ 8.1%
OCT	123,738	40,016	32,498	280	\$ 196,532	↑ 11.5%
NOV						
DEC						
<b>TOTAL</b>	<b>1,141,951</b>	<b>337,483</b>	<b>291,234</b>	<b>2,591</b>	<b>1,773,259</b>	<b>-8%</b>

2023	Food & Beverage	Alcohol	Gift Shop	Vending	Total
JAN	94,581	27,001	22,149	542	\$ 144,273
FEB	93,333	27,432	21,176	525	\$ 142,465
MAR	102,174	35,647	24,536	433	\$ 162,790
APR	111,201	35,582	27,274	344	\$ 174,402
MAY	106,032	36,213	30,735	316	\$ 173,296
JUN	105,070	28,173	28,665	271	\$ 162,180
JUL	111,353	31,433	31,937	237	\$ 174,960
AUG	104,513	31,181	32,036	279	\$ 168,008
SEP	102,355	34,840	34,470	260	\$ 171,925
OCT	105,895	37,553	32,609	233	\$ 176,290
NOV	87,515	31,440	25,939	236	\$ 145,131
DEC	79,536	27,439	24,070	292	\$ 131,337
<b>TOTAL</b>	<b>1,203,560</b>	<b>383,933</b>	<b>335,597</b>	<b>3,968</b>	<b>1,927,057</b>
Market Share	62%	20%	17%	0%	100%

# Grand Junction Regional Airport Authority

## Statements of Changes in Net Position

Unaudited - subject to change

As of Date:

10/31/2024

	Month			Forecast Variance		Prior Year Variance		
	10/31/2024	10/31/2024	10/31/2023					
	Forecast	Actual	PY Actual	Forecast \$ Var	Forecast % Var	PY \$ Var	PY % Var	
<b>Operating revenue</b>								
Aeronautical revenue								
Passenger airline revenue								
1	<b>Passenger airline landing fees</b>	<b>\$ 67,533</b>	<b>\$ 77,366</b>	<b>\$ 55,832</b>	<b>\$ 9,833</b>	<b>14.6%</b>	<b>\$ 21,534</b>	<b>38.6%</b>
2	Terminal rent	131,133	130,602	116,966	(531)	-0.4%	13,636	11.7%
3	Other (boarding bridge)	3,150	4,287	5,489	1,137	36.1%	(1,202)	-21.9%
	Total Passenger airline revenue	201,816	212,255	178,287	10,439	5.2%	33,968	19.1%
Non-passenger airline revenue								
4	<b>Non-passenger landing fees</b>	<b>17,813</b>	<b>13,220</b>	<b>11,064</b>	<b>(4,593)</b>	<b>-25.8%</b>	<b>2,156</b>	<b>19.5%</b>
5	Cargo and hangar rentals	5,455	5,455	5,283	-	0.0%	172	3.3%
6	Fuel tax	24,294	25,641	33,753	1,347	5.5%	(8,112)	-24.0%
7	Fuel Flowage Fees and Sales	34,210	35,976	59,044	1,766	5.2%	(23,068)	-39.1%
8	Other (ramp parking, rapid refuel)	2,190	1,927	2,190	(263)	-12.0%	(263)	-12.0%
	Total Non-passenger airline revenue	83,962	82,219	111,334	(1,743)	-2.1%	(29,115)	-26.2%
	Total Aeronautical revenue	285,778	294,474	289,621	8,696	3.0%	4,853	1.7%
Non-aeronautical revenue								
9	Land and building leases	58,976	58,976	52,155	-	0.0%	6,821	13.1%
10	Terminal - restaurant & retail	23,441	23,751	18,563	310	1.3%	5,188	27.9%
11	Terminal - other	15,450	15,450	15,406	-	0.0%	44	0.3%
12	<b>Rental cars</b>	<b>160,962</b>	<b>175,115</b>	<b>170,711</b>	<b>14,153</b>	<b>8.8%</b>	<b>4,404</b>	<b>2.6%</b>
13	Parking	222,690	220,448	213,182	(2,242)	-1.0%	7,266	3.4%
14	Ground Transportation	10,158	10,319	10,030	161	1.6%	289	2.9%
15	Other (advertising, security fee, vending, etc)	3,838	4,996	2,985	1,158	30.2%	2,011	67.4%
	Total Non-aeronautical revenue	495,515	509,055	483,032	13,540	2.7%	26,023	5.4%
	Total Operating revenues	781,293	803,529	772,653	22,236	2.8%	30,876	4.0%

## Variance Explanations - October 2024 Revenue Compared to Forecast - Preliminary Financial Statements

	Oct-24	Oct-24	Oct-23	Forecast Variance		PY Variance	
	Forecast	Actual	Actual				
<b>Seat Capacity</b>	32,073	32,419	25,722	346	1%	6,697	26%
<b>Passenger Landed Weight</b>	30,006,578	31,933,133	25,814,839	1,926,555	6%	6,118,294	24%
<b>Enplanements</b>	26,046	27,027	23,795	981	4%	3,232	14%
<b>Load Factor</b>	81%	83%	93%		2%		-9%

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 forecast-to-actual variance of more than 5% and where the revenue account makes up at least 5% of the monthly forecasted operating revenue for October (\$39K), plus any other with impactful variances.

### **Operating Revenues: Operating revenues were 3% (\$22K) ahead of forecast in October 2024**

- 1 **Passenger airline landing fees** - Passenger landing fees were 15% (\$10K) above forecast due to more flights on larger aircraft.
- 4 **Non-passenger landing fees** - Non-passenger landing fees were \$5K below forecast driven by fewer FedEx flights and no BLM activity.
- 12 **Rental Cars** - Rental car revenues were favorable to forecast by 9% (\$14K) for the month driven by more enplanements and more rental car transactions.

# Grand Junction Regional Airport Authority

## Statements of Changes in Net Position

Unaudited - subject to change

		Year to Date			Forecast Variance		Prior Year Variance	
		10/31/2024	10/31/2024	10/31/2023				
		Forecast	Actual	PY Actual	Forecast \$ Var	Forecast % Var	PY \$ Var	PY % Var
<b>Operating revenue</b>								
Aeronautical revenue								
Passenger airline revenue								
1	Passenger airline landing fees	\$ 726,625	\$ 749,827	\$ 617,323	\$ 23,202	3.2%	\$ 132,504	21.5%
2	Terminal rent	1,290,306	1,291,052	1,169,668	746	0.1%	121,384	10.4%
3	Other (boarding bridge)	33,991	36,272	52,877	2,281	6.7%	(16,605)	-31.4%
	<i>Total Passenger airline revenue</i>	<u>2,050,922</u>	<u>2,077,151</u>	<u>1,839,868</u>	<u>26,229</u>	<u>1.3%</u>	<u>237,283</u>	<u>12.9%</u>
Non-passenger airline revenue								
4	<b>Non-passenger landing fees</b>	<b>212,688</b>	<b>201,233</b>	<b>146,423</b>	<b>(11,455)</b>	<b>-5.4%</b>	<b>54,810</b>	<b>37.4%</b>
5	Cargo and hangar rentals	54,036	54,036	51,696	-	0.0%	2,340	4.5%
6	Fuel tax	243,167	246,661	316,196	3,494	1.4%	(69,535)	-22.0%
7	Fuel Flowage Fees and Sales	412,625	395,061	457,742	(17,564)	-4.3%	(62,681)	-13.7%
8	Other (ramp parking, rapid refuel)	19,049	18,338	16,065	(711)	-3.7%	2,273	14.1%
	<i>Total Non-passenger airline revenue</i>	<u>941,565</u>	<u>915,329</u>	<u>988,122</u>	<u>(26,236)</u>	<u>-2.8%</u>	<u>(72,793)</u>	<u>-7.4%</u>
	<i>Total Aeronautical revenue</i>	<u>2,992,487</u>	<u>2,992,480</u>	<u>2,827,990</u>	<u>(7)</u>	<u>0.0%</u>	<u>164,490</u>	<u>5.8%</u>
Non-aeronautical revenue								
9	Land and building leases	597,634	598,500	539,019	866	0.1%	59,481	11.0%
10	Terminal - restaurant & retail	214,211	210,322	194,101	(3,889)	-1.8%	16,221	8.4%
11	Terminal - other	154,500	154,501	154,060	1	0.0%	441	0.3%
12	Rental cars	1,450,958	1,472,764	1,405,432	21,806	1.5%	67,332	4.8%
13	Parking	1,935,246	1,919,778	1,777,828	(15,468)	-0.8%	141,950	8.0%
14	Ground Transportation	89,523	88,141	84,573	(1,382)	-1.5%	3,568	4.2%
15	Other (advertising, security fee, etc.)	85,173	79,516	63,697	(5,657)	-6.6%	15,819	24.8%
	<i>Total Non-aeronautical revenue</i>	<u>4,527,245</u>	<u>4,523,522</u>	<u>4,218,710</u>	<u>(3,723)</u>	<u>-0.1%</u>	<u>304,812</u>	<u>7.2%</u>
	<b>Total Operating Revenues</b>	<b>\$ 7,519,732</b>	<b>\$ 7,516,002</b>	<b>\$ 7,046,700</b>	<b>\$ (3,730)</b>	<b>0.0%</b>	<b>\$ 469,302</b>	<b>6.7%</b>

**Grand Junction Regional Airport Authority**  
**Statements of Changes in Net Position**

Unaudited - subject to change

	Year to Date			Forecast Variance		Prior Year Variance	
	10/31/2024	10/31/2024	10/31/2023				
	Forecast	Actual	PY Actual	Forecast \$ Var	Budget % Var	PY \$ Var	PY % Var
<b>Operating expenses</b>							
16 Personnel compensation and benefits	\$ 2,392,934	\$ 2,341,819	\$ 2,203,719	(51,115)	-2.1%	138,100	6.3%
17 Communications and utilities	329,292	333,156	321,154	3,864	1.2%	12,002	3.7%
<b>18 Supplies and materials</b>	<b>576,844</b>	<b>485,678</b>	<b>592,254</b>	<b>(91,166)</b>	<b>-15.8%</b>	<b>(106,576)</b>	<b>-18.0%</b>
19 Contract services	855,293	860,905	512,355	5,612	0.7%	348,550	68.0%
<b>20 Repairs &amp; maintenance</b>	<b>504,815</b>	<b>592,419</b>	<b>440,595</b>	<b>87,604</b>	<b>17.4%</b>	<b>151,824</b>	<b>34.5%</b>
21 Insurance	135,436	136,496	126,988	1,060	0.8%	9,508	7.5%
22 Training, Travel, & Air Service Development	145,241	129,386	114,273	(15,855)	-10.9%	15,113	13.2%
23 Other Expense (marketing, professional dues, etc.)	99,042	46,336	58,994	(52,706)	-53.2%	(12,658)	-21.5%
24 Contingency Expense	-	-	-	-	0.0%	-	0.0%
<i>Total Operating expenses</i>	<i>5,038,897</i>	<i>4,926,195</i>	<i>4,370,332</i>	<i>(112,702)</i>	<i>-2.2%</i>	<i>555,863</i>	<i>12.7%</i>
<b>Excess of Operating revenue over (under) expense</b>	<b>\$ 2,480,835</b>	<b>\$ 2,589,807</b>	<b>\$ 2,676,368</b>	<b>108,972</b>	<b>4.4%</b>	<b>(86,561)</b>	<b>-3.2%</b>
<b>Non-operating revenue (expenses)</b>							
<b>25 Passenger facility charges</b>	<b>853,312</b>	<b>918,557</b>	<b>834,454</b>	<b>65,245</b>	<b>7.6%</b>	<b>84,103</b>	<b>10.1%</b>
26 Interest income	1,072,465	1,052,209	866,123	(20,256)	-1.9%	186,086	21.5%
27 Interest expense	(644,485)	(644,484)	(655,283)	1	0.0%	10,799	1.6%
<b>28 Customer facility charges</b>	<b>585,896</b>	<b>617,548</b>	<b>548,788</b>	<b>31,652</b>	<b>5.4%</b>	<b>68,760</b>	<b>12.5%</b>
<b>29 Capital contributions</b>	<b>22,804,988</b>	<b>18,852,363</b>	<b>18,399,846</b>	<b>(3,952,625)</b>	<b>-17.3%</b>	<b>452,517</b>	<b>2.5%</b>
<b>29 Capital expenditures</b>	<b>(26,513,983)</b>	<b>(22,470,888)</b>	<b>(22,527,390)</b>	<b>4,043,095</b>	<b>15.2%</b>	<b>56,502</b>	<b>0.3%</b>
30 Non-Capital Contributions	28,719	26,789	86,887	(1,930)	-6.7%	(60,098)	-69.2%
31 Debt principal payments	(326,000)	(326,031)	-	(31)	0.0%	(326,031)	0.0%
<i>Total Non-operating revenue (expenses)</i>	<i>(2,139,088)</i>	<i>(1,973,937)</i>	<i>(2,446,575)</i>	<i>165,151</i>	<i>7.7%</i>	<i>472,638</i>	<i>19.3%</i>
<b>Excess of revenue over (under) expense</b>	<b>\$ 341,747</b>	<b>\$ 615,870</b>	<b>\$ 229,793</b>	<b>274,123</b>	<b>80.2%</b>	<b>386,077</b>	<b>168.0%</b>

## Variance Explanations - October 2024 Preliminary Financial Statements

Below are variance explanations for revenue and expense accounts with a forecast variance of more than 5% and when the revenue or expense category makes up at least 5% of the YTD operating forecast of \$376K for revenue and \$378K for all non-capital expenses and non-operating revenues and other impactful variances.

	YTD Oct-24 Forecast	YTD Oct -24 Actual	YTD Oct -23 Actual	Forecast Variance		PY Variance	
Seat Capacity	296,598	296,897	260,470	299	0%	36,427	14%
Passenger Landed Weight	275,638,884	293,279,629	252,256,335	17,640,745	6%	41,023,294	16%
Enplanements	233,019	233,141	210,455	122	0%	22,686	11%
Load Factor	79%	79%	81%	0%		-2%	

### **Operating Revenues: Operating revenues held flat to forecast through October 2024**

- 4 **Non-Passenger Landing Fees** - Non-passenger landing fees were 5% (\$11K) below forecast driven by fewer FedEx flights and no BLM activity.

### **Operating Expenses: Operating expenses were 2% (\$113K) below forecast through October 2024**

- 18 **Supplies & Materials** – Supplies and materials were 16% (\$91K) below forecast. Actual expenses are incurred on an as-needed basis.  
 20 **Repairs & Maintenance** – Repairs and maintenance expenses were 17% (\$88K) above forecast due to pavement maintenance being completed ahead of schedule.

### **Non-Operating Revenues and Expenses:**

- 25 **Passenger Facility Charge Revenue** – PFC revenue was 8% (\$65K) above forecast through October, driven by higher-than-forecasted passenger traffic.  
 28 **Customer Facility Charge Revenue** – CFC revenues were 5% (\$32K) ahead of forecast driven by higher-than-forecasted passenger traffic.  
 29 **Capital Contributions & Expenditures** – The differences to forecasted amounts in these accounts are due to the monthly forecast allocation methodology. The year-to-date forecast reflects the total 2024 forecasted capital expenditures. Variances are driven by actuals only reflecting October year-to-date amounts and the capital expenditure forecast reflecting maximum potential expenditures this year.

**Grand Junction Regional Airport Authority**  
**Statement of Financial Position - Unaudited, subject to change**

		Month Ending 10/31/2024	Month Ending 09/30/2024	Variance
<b>Assets</b>				
Current Assets				
	Cash and Cash Equivalents - Unrestricted	\$ 20,558,587	\$ 19,453,164	\$ 1,105,423
	Cash and Cash Equivalents - Restricted	4,495,800	4,294,201	201,599
1	<i>Total Cash and Cash Equivalents</i>	<u>25,054,387</u>	<u>23,747,365</u>	<u>1,307,022</u>
Accounts Receivable				
	Accounts Receivable - Ops, net of allowance of \$24,000	5,462,765	5,762,806	(300,041)
	Accounts Receivable - Capital	10,604,181	10,316,098	288,082
2	<i>Total Accounts Receivable, Net</i>	<u>16,066,945</u>	<u>16,078,904</u>	<u>(11,959)</u>
3	Prepaid Expenses	551,008	569,607	(18,599)
	<i>Total Current Assets</i>	<u>41,672,341</u>	<u>40,395,876</u>	<u>1,276,465</u>
<b>Non-Current Assets</b>				
Capital Assets				
	Capital Assets not subject to depreciation	49,676,441	49,676,441	-
	Capital Assets subject to depreciation, net	58,385,453	58,889,311	(503,857)
4	<i>Total Capital Assets, Net</i>	<u>108,061,894</u>	<u>108,565,751</u>	<u>(503,857)</u>
5	Bond Project Fund	121,660	121,159	501
	<i>Total Non-Current Assets</i>	<u>108,183,554</u>	<u>108,686,911</u>	<u>(503,356)</u>
	<b>Total Assets</b>	<b><u>149,855,895</u></b>	<b><u>149,082,787</u></b>	<b><u>773,108</u></b>
6	<b>Deferred Outflows of Resources - Pension Plan</b>	<b><u>1,184,105</u></b>	<b><u>1,184,105</u></b>	<b><u>-</u></b>
<b>Liabilities</b>				
Current Liabilities				
7	Accounts Payable - Ops	164,310	194,133	(29,823)
7	Accounts Payable - Capital	5,033,191	3,653,475	1,379,716
8	Accrued Expenses	202,778	254,988	(52,210)
9	Lease Deposits	151,054	151,054	-
10	Deferred Revenue	28,397	28,397	-
11	Note Payable	395,514	386,985	8,529
12	Current portion of bonds payable	1,255,461	1,199,786	55,675
	<i>Total Current Liabilities</i>	<u>7,230,704</u>	<u>5,868,817</u>	<u>1,361,887</u>
Long Term Liabilities				
	CO SIB Payable	3,075,737	3,075,737	-
	Bond and capital lease payable	14,369,592	14,369,592	-
	Deferred Revenue	973,711	975,800	(2,089)
	Net Pension and OPEB Liability	2,246,984	2,246,984	-
13	<i>Total Long Term Liabilities</i>	<u>20,666,024</u>	<u>20,668,113</u>	<u>(2,089)</u>
	<i>Total Liabilities</i>	<u>27,896,728</u>	<u>26,536,930</u>	<u>1,359,798</u>
14	<b>Deferred Inflows of Resources</b>	<b><u>4,222,144</u></b>	<b><u>4,222,144</u></b>	<b><u>-</u></b>
	<b>Total Net Position</b>	<b><u>\$ 118,921,128</u></b>	<b><u>\$ 119,507,818</u></b>	<b><u>\$ (586,690)</u></b>



## Variance Explanations - October 2024 Statement of Financial Position

### ***Assets: Total Assets increased by \$773K from September 2024 to October 2024 primarily due to grant reimbursements and capital accounts receivable cycles.***

- 1 **Cash** – Unrestricted cash increased by \$1.1M due to the timing of payments for capital projects. Restricted cash increased by \$202K due to PFC and CFC activity.
- 2 **Accounts Receivable** – Total receivables decreased by \$12K due to the collection of operating receivables partially off-set by reimbursement requests issued but not yet received.
- 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.
- 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.
- 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 by \$1.4M from September 2024 to October 2024 due to a 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 are caused by the capital expenses payable to contractors and engineers associated with our capital projects.
- 8 **Accrued Expenses** – This category is primarily made up of liabilities for un-used Paid Time Off 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. SIB loan payments are due annually in March.
- 12 **Current Portion of 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.
- 13 **Long-Term Liabilities** – Long-term deferred revenue represents payments received by the airport for future rights of services or rent for periods farther out than 12 months. The long-term bond and capital lease payable balance is updated annually at year-end 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.

***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.

***Total Net Position: Total Net Position decreased from September 2024 to October 2024 by \$587K driven by an increase in accounts payable partly offset by an increase in cash and the recognition of monthly depreciation.***

**Grand Junction Regional Airport Authority****Current Assets and Current Liabilities - Unaudited, subject to change**

	Month Ending 10/31/2024	Month Ending 09/30/2024	Variance
<b>Current Assets</b>			
Cash and Cash Equivalents - Unrestricted	\$ 20,558,587	\$ 19,453,164	\$ 1,105,423
Cash and Cash Equivalents - Restricted	4,495,800	4,294,201	201,599
Operating Accounts Receivable	5,462,765	5,762,806	(300,041)
Capital Accounts Receivable	10,604,181	10,316,098	288,082
Prepaid Expenses	551,008	569,607	(18,599)
<b>Total Current Assets</b>	<b>41,672,341</b>	<b>40,395,876</b>	<b>1,276,465</b>
<b>Current Liabilities</b>			
Accounts Payable - Ops	164,310	194,133	(29,823)
Accounts Payable - Capital	5,033,191	3,653,475	1,379,716
Accrued Expenses	202,778	254,988	(52,210)
Lease Deposits	151,054	151,054	-
Deferred Revenue	28,397	28,397	-
Current portion of note and bonds payable	1,650,975	1,586,771	64,204
<b>Total Current Liabilities</b>	<b>7,230,704</b>	<b>5,868,817</b>	<b>1,361,887</b>
Current Ratio - Excluding Restricted Cash	5.14	6.15	(1.01)
Days Unrestricted Cash on Hand	1,113	1,053	60

**GJRAA - Breakdown of Capital Expenditure Costs Year-to-Date through October 31, 2024**

**2024 GRANT FUNDED CAPITAL EXPENDITURES INCURRED AND GRANT REVENUE RECOGNIZED**

Grant Number	Project/Grant Description	2024 Project Costs Incurred	Grant Revenue Recognized in	
			2024	2024 GJRAA Local Share
AIP 72	Construct Runway 11/29 (Phase 11-Grading and Drainage)	1,041,560	1,041,560	-
AIP 75	Runway Design -Schedule 4-7 Utility Infrastructure *	(10,555)	(9,499)	(1,055)
AIP 76	RWY 11-29 Construction Schedule 4	1,430,152	1,325,894	104,258
AIP 77	NAVAIDs and Schedule 4a Grading and Drainage	406,480	386,156	20,324
AIP 78	Temp NAVAID Equipment Construction Pavement Design	7,560,248	6,804,223	756,025
AIP 79	RWY 12-30 Sch 5-7 Grading & Drainage	5,474,244	5,115,134	359,110
AIP 80	Passenger Loading Bridges	1,148,367	1,090,948	57,418
AIP 81	RWY 12-30 Sch 6 Grading & Drainage	3,284,832	3,080,844	203,988
AIP 82	RWY 12-30 Pavement Subbase	1,118	1,006	112
AIP 83	RWY 12-30 Pavement Subbase	-	-	-
AIP TBD	RWY 12-30 Pavement Design	1,340,391	-	1,340,391
CDOT	ARFF Truck Replacement	26,825	16,095	10,730
<b>Total Grant Projects</b>		<b>\$ 21,703,663</b>	<b>\$ 18,852,362</b>	<b>\$ 2,851,301</b>

\*Expenses reallocated to AIP 72

**2024 CAPITAL EXPENDITURES INCURRED FOR PROJECTS WITH NO GRANT FUNDING**

Project Description	2024 Costs Incurred	
Employee Parking Lot Expansion	9,200	
4/22 Pavement Rehab	82,101	
Gate 1 Repairs	13,998	
GJT Fire Suppression System Upgrade Design	4,375	
GJT Passenger Boarding Bridge Replacement Design	(38,033)	Grant awarded - reclass to AIP 80
Parking Lot Expansion Landscaping & Lighting	201,548	
ATCT Roof and Mechanical Replacement	25,010	
Basement Improvements	19,934	
Rental Car Common Use Facility	58,580	
Branding and Signage	5,000	
Other Capital Expenditures	385,513	
<b>Total Non-AIP Projects</b>	<b>\$ 767,225</b>	
<b>Total Capital Expenditures YTD</b>		<b>\$ 22,470,888</b>