

Grand Junction Regional Airport Authority



Date: April 21, 2026

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/86199120424>

Time: 11:30 AM

REGULAR MEETING AGENDA

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

The Grand Junction Regional Airport Authority welcomes respectful public comments at its meetings. The Citizens Comment section is open to all individuals that would like to comment. If you wish to speak under the Citizens Comment portion of the agenda, please e-mail your comment to the Board Clerk (boardclerk@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. [March 10, 2026 Meeting Minutes](#) 1

- Approve the March 10, 2026 Board Meeting Minutes.

April 21, 2026

- B. [Xcel Energy – Utility Relocation for Runway Relocation Project](#) 2
 - Approve the proposed agreement with Xcel Energy for \$315,809.19 to relocate electric facilities in conjunction with the runway replacement program and authorize the Chief Executive Officer to sign the agreement.

- C. [FAA Reimbursable Agreement Amendment to Purchase Structures for Navigational Aids](#) 3
 - Approve Amendment A1 to the Reimbursable Agreement with the FAA (AJW-FN-WSA-25-NM-007049) in the amount of \$702,000 to provide for the procurement of navigational aid structures for the runway relocation project for a revised total agreement amount of \$899,810.54 and authorize the Chief Executive Officer to sign the agreement.

- D. [Garver Work Order No. 6 – Public Parking Expansion Design & Bid Services](#) 4
 - Approve Garver Work Order No. 6 in the amount of \$319,000 to design and provide bid support services for the next phase of public parking lot expansion and authorize the Chief Executive Officer to sign the task order.

VII. Action

- A. [Notice of Award and Contract Approval to United Companies for Runway 12-30 Program Transition/Taxiway Conversion: Schedules 3/4/5/6/7](#) 5
 - Authorize the Chief Executive Officer to sign the Notice of Award for Construction Schedules 3, 4, 5, 6, and 7 to Oldcastle SW Group, Inc. (dba United Companies) and sign the construction Contract in the amount of \$67,343,825.60 for pavement and transition construction associated with the Runway 12-30 replacement program; and sign Notices to proceed consistent with approved AIP grant funding from the FAA.

- B. [Resolution 2026-005: CDOT Aeronautical Board Grant Funding](#) 6
 - Adopt Resolution 2026-005 authorizing the Authority to request grant assistance from the Colorado Aeronautical Board and the Division of Aeronautics in the amount of \$324,842.00 in conjunction with approved federal project applications and authorize the Chief Executive Officer to sign Grant 26-GJT-01.

VIII. Staff Reports

- A. CEO Report (Angela Padalecki)
- B. [Finance Report \(Sarah Menge\)](#) 7
- C. Project Report (Colin Bible)

IX. Any other business which may come before the Board

X. Adjournment

April 21, 2026

Grand Junction Regional Airport Authority Board
Regular Board Meeting
 Meeting Minutes
 March 10, 2026

REGULAR BOARD MEETING

I. Call to Order

Ms. Linde Marshall, Board Chairman, called the Meeting of the Grand Junction Regional Airport Authority Board to order at 11:30 AM on March 10, 2026 in Grand Junction, Colorado and in the County of Mesa. The meeting was hosted in the 3rd floor conference room as well as electronically.

<p><u>Commissioners Present:</u> Linde Marshall (Chair) Chris West (Vice Chairman) Dan Meyer Lee Kleinman Cody Davis Cody Kennedy</p> <p><u>Airport Staff:</u> Angela Padalecki (CEO) Dan Reimer (Counsel) - Virtual Victoria Hightower (Clerk) Sarah Menge Jennifer Kroeker Ben Peck Dylan Heberlein Cameron Reece Travis Portenier</p>	<p><u>Guests:</u> Jeremy Lee, Mead & Hunt - Virtual Brad Rolf, Mead & Hunt -Virtual Kalen McCain, Daily Sentinel CMU Tech</p>
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II. Pledge of Allegiance

III. Approval of Agenda

Commissioner Kleinman made a motion to approve the March 10, 2026 Board Agenda. Commissioner Kennedy seconded the motion. Voice Vote: All Ayes; motion carries.

IV. Commissioner Comments

Chair Marshall recognized staff member Victoria Hightower for becoming a Society of Human Resource Management Certified Professional (SHRM-CP) in February. Achieving this certification is fairly involved. She completed months of study group preparation and then passed the 4-hour exam.

V. Citizen Comments

VI. Consent Agenda

A. February 17, 2026 Meeting Minutes

- Approve the February 17, 2026 Board Meeting Minutes.

B. Sixth Addendum to the Parking Lot Operating Agreement

- Approve the sixth addendum to the Parking Lot Operating Agreement with Republic Parking to extend the existing contract term for an additional three (3) months, expiring on June 30, 2026, and authorize the Chief Executive Officer to sign the addendum.

Commissioner Kennedy made a motion to approve the Consent Agenda as amended. Commissioner West seconded the motion. Voice Vote: All Ayes; motion carries.

VII. Action

A. Resolution No. 2026-02 to Approve Rates and Charges

- Adopt Resolution No. 2026-02: Amending Rates and Charges, effective April 1, 2026 to reflect changes in lease rates based on contractual CPI adjustments.

Commissioner Kleinman made a motion to adopt Resolution No. 2026-02: Amending Rates and Charges, effective April 1, 2026 to reflect changes in lease rates based on contractual CPI adjustments. Commissioner Meyer seconded the motion. Roll Call Vote: Commissioner Meyer: Aye, Commissioner West: Aye, Commissioner Marshall: Aye, Commissioner Kleinman: Aye, Commissioner Kennedy: Aye, Commissioner Davis: Aye. Motion carries. The motion carries.

B. Resolution No. 2026-03 to Accept the CDOT Internship Grant

- Adopt resolution no. 2026-003 to accept the grant from the Colorado Division of Aeronautics for internship positions at the Airport and authorize the Chief Executive Officer to sign the related agreements.

Commissioner Kennedy made a motion to adopt resolution no. 2026-003 to accept the grant from the Colorado Division of Aeronautics for internship positions at the Airport and authorize the Chief Executive Officer to sign the related agreements. Commissioner Meyer seconded the motion. Roll Call Vote: Commissioner Meyer: Aye, Commissioner West: Aye, Commissioner Marshall: Aye, Commissioner Kleinman: Aye, Commissioner Kennedy: Aye, Commissioner Davis: Aye. Motion carries. The motion carries.

C. Resolution No. 2026-004: Colorado State Infrastructure Bank Application

- Adopt resolution No. 2026-004 directing the Chief Executive Officer to complete and submit an application for a Colorado State Infrastructure Bank Loan in an amount not to exceed \$5,500,000.

Commissioner West made a motion to adopt resolution No. 2026-004 directing the Chief Executive Officer to complete and submit an application for a Colorado State Infrastructure Bank Loan in an amount not to exceed \$5,500,000. Commissioner Meyer seconded the motion. Roll Call Vote: Commissioner Meyer: Aye, Commissioner West: Aye, Commissioner Marshall: Aye, Commissioner Kleinman: Aye, Commissioner Kennedy: Aye, Commissioner Davis: Aye. Motion carries. The motion carries.

VIII. Staff Reports

- A. CEO Report (Angela Padalecki)**
- B. Finance Report (Sarah Menge)**
- C. Operations Report (Dyland Heberlein)**
- D. Project Report (Colin Bible)**

IX. Any other business which may come before the Board

X. Adjournment

Commissioner Kleinman made a motion to adjourn the meeting. Commissioner West seconded the motion. Voice Vote: All Ayes. Motion carries

The meeting adjourned at approximately 12:45p.m.

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

Linde Marshall, Board Chairman

ATTEST:

Victoria Hightower, Clerk to the Board

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC:	Xcel Energy – Utility Relocation for Runway Relocation Project		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approve the proposed agreement with Xcel Energy for \$315,809.19 to relocate electric facilities in conjunction with the runway replacement program and authorize the Chief Executive Officer to sign the agreement.		
SUMMARY:	<p>As part of the runway relocation project, specifically, the subbase portion of the project, there is a need to relocate utilities. This work has been planned and designed by Mead & Hunt as part of the project. This work corresponds to work within existing AIP grants 82, 83, and 85 and will be funded under one of the open grants at 90%.</p> <p>A portion of the preparation work has been done by Kelly Trucking as part of their scope of work, but the specific relocation must be completed by Xcel and this requires a pre-payment for the estimated cost of the work which totals \$315,809.19.</p> <p>The GJRAA portion of the cost will be approximately \$31,581 and the remaining \$284,228 will be funded with AIP grant funds.</p>		
REVIEWED BY:	Chief Executive Officer & Legal Counsel		
FISCAL IMPACT:	Total Project Cost included in the 2026 Project Budget - \$315,809.19 <ul style="list-style-type: none">• AIP Funding (82/83/85) (90%) - \$284,228• GJRAA Funding (10%) - \$31,581		
ATTACHMENTS:	Xcel Energy Payment Information and Work Authorization		
STAFF CONTACT:	Sarah Menge smenge@gjairport.com (970) 248-8584		

Account No. XX-0014774522-X
Job No. 15827237
Job Address 2828 WALKER FIELD DR
GRAND JUNCTION, CO 81506-8660



Public Service Company of Colorado
2538 Blichmann Avenue
Grand Junction, CO 81505

Dear GRAND JUNCTION REGIONAL AIRPORT

Thank you for choosing Xcel Energy to be your energy provider. We appreciate your business, and our goal is to deliver you reliable service at an affordable price.

This letter contains important information about your requested service. Please read all details below as well as any accompanying information and respond accordingly to ensure your project is completed accurately and timely.

This letter relates to your request for
* Relocate Electric Facilities

Your portion of the cost of this project is \$315,809.19. A hard copy invoice will be sent to you via U.S. Mail Postal Service in the coming days. Please see the attached payment options document for more instructions. Upon receipt of payment and other required documentation as noted below, your project will be scheduled and you will be notified of the scheduled date. If paying by check, please note the account number identified at the top of this letter on your check to ensure accurate and timely payment processing.

Below is a list of additional documentation that you will need to review, sign, and return to the Xcel Energy Designer by email or U.S. Postal Service to their address listed at the bottom of the letter. Please retain a copy of all documentation for your records.

- **Documents to be returned to Xcel Energy:**
 - * Non-Refundable Quote Letter
 - * Contingency List

- **Additional enclosures:**
 - * Customer Payment Options

If you have any questions about the enclosures or about your specific job, please contact the design representative below and reference your account number and/or job number above.

We look forward to being your energy provider.

Sincerely,
Michael Castro
Planner Thereafter
2538 Blichmann Avenue
Grand Junction, CO 81505
Xcel Energy
Michael.A.Castro@xcelenergy.com
9702606804

Updated 01/01/2025
Version 6



Customer Payment Options

Xcel Energy offers seven payment options to pay for your construction project. Please select the payment options that work best for you.

Payment options listed in order of quickest processing

MyAccount/eBill™

Register at xcelenergy.com to make a payment from your checking account. You can also enroll in eBill and an email will let you know your bill is ready to view at the MyAccount site in place of receiving a mailed paper bill statement. MyAccount also provides a convenient list of your bill statement and payment history and retains your banking information for future use. Each additional account number will have to be added to your list of managed accounts within MyAccount.

Pay by Phone

Make payment from your checking or savings account at no charge by using our automated phone system. Please call us at 800.895.4999.

Credit/Debit Card Payment

All Xcel Energy residential and business customers are now eligible for payment via credit or debit card. Most major credit and debit cards accepted. Apple Pay or Google Pay is available to customers with a mobile device.

To pay by phone, call our payment processing partner, Kubra EZ Pay, at **833.660.1365**

To pay online, visit www.xcelenergy.com/billing_and_payment and click on the **Pay with credit/debit card** link to make an online credit/debit card payment through Kubra EZ Pay.

Please note the current fees along with payment information:

- *Residential Customer Accounts*
 - *Payments accepted for up to \$1,000 in a single transaction*
 - *There is a \$1.80 fee per transaction*
 - *No fee for Wisconsin and Michigan residential customer accounts*
- *Non-Residential Customer Accounts*
 - *Payments accepted for up to \$100,000 in a single transaction*
 - *There is a 2.2% fee per transaction.*

All credit/debit card types allow a maximum 25 credit/debit card payments in a 28-rolling-day period, per Xcel Energy account, per credit/debit card.

*If you receive this message: "The information provided does not match our records please try again," while trying to make a payment, please try again the following day after 8am CST.

Overnight Payment Delivery Options

Send your payment and remittance stub including **account number (written on the memo line of your check)** via FedEx, UPS or USPS overnight delivery to:

Xcel Energy
C/O Deluxe - Lockbox # 5553
3000 Kellway Dr Ste 120
Carrollton, TX 75006

Contact Phone (needed for the form): 800.895.4999

In-Person Pay Stations

Pay in-person at a location near you by visiting xcelenergy.com for pay station locations. **Please include the account number on the memo line of your check.**

Please note: A \$1.50 transaction fee applies. (\$1.45 for Western Union only in Colorado)

Pay by U.S Postal Service

When sending payment by U.S. mail, **please include the account number on the memo line of your check.** Do not combine this payment with any other Xcel Energy bill payments. Mail check payments to:

Xcel Energy
P.O. Box 660553
Dallas, TX 75266-0553

Electronic Funds Transfer (EFT) (Only available to business)

The Electronic Funds Transfer (EFT) payment process allows business customers to pay via Corporate Trade Exchange (CTX) formatted Automated Clearing House (ACH) (also referred to as EDI-820), the ability to electronically remit payment. The payments to Xcel Energy's bank accounts are initiated by the customer through a series of steps linked to the billing system. The CTX addenda records included with the funds transfer allow the posting of the payments to occur electronically to the account numbers provided by the customer. To obtain Xcel Energy's EFT bank account numbers and to provide transfer confirmation, please email CustReceive@xcelenergy.com.

Helpful hints to ensure accurate and timely processing of your payment:

- For all payment options, please have your account number available and note on any payment documentation.
- The hard copy invoice will be sent to you via U.S mail in the coming days. If you would like an electronic copy of our invoice prior to receiving the hard copy, please contact your Designer who is identified in the attached letter.
- In order to apply payment to the correct account and avoid unnecessary delays, please make separate payments for each individual project or invoice.
- Please note that depending on payment selection, it may take up to a few days to process your payment.



February 12, 2026

GRAND JUNCTION REGIONAL AIRPORT
2828 WALKER FIELD DR
GRAND JUNCTION, CO 81506-8660

Subject: Request for Electric, relocation at
2828 WALKER FIELD DR, GRAND JUNCTION,
mesa, Colorado

Dear GRAND JUNCTION REGIONAL AIRPORT,

I have completed the engineering design and cost estimate to provide Electric
relocation based upon information you have provided. This
design is based upon Electric relocation, as
shown on the enclosed drawing. The cost to provide the requested Electric
relocation, is \$ 315,809.19, which is non-refundable
and payable in advance.

This proposal is contingent upon the following:

- All work performed during our normal work hours.
- Obtaining "Right-of-Way" at no cost to us.
- Obtaining permits as needed.
- No frost, in the ground, during construction or agreeing to pay for additional costs during frost conditions.
- There is an additional charge to open the transformer.
- Providing final grade elevations, at our equipment locations.
- Grade at trench location to be within 6 inches of the final grade.

If necessary our right-of-way agent will mail the right-of-way or easement documents to the appropriate landowners for their signature. This proposal is contingent upon receiving easements at no cost to us. Our right-of-way agent will need a copy of the Warranty Deed, the legal description, and the site drawing in order to prepare the easement for the landowner's signature.

NOTE: You must personally contact the local telephone company, the local cable TV company and/or any other utility company to arrange for the installation and payment of any costs of their facilities if they need to be relocated or disconnected along with the relocation.

If you accept the above costs and system design, please sign and date the second page of this letter and return this document to Public Service Company of Colorado, at the address shown below. After the signed and dated documents and total payment of \$ 315,809.19 are received via the payment process, a work order will be issued and released so your project can be placed on the construction schedule. If a check is sent via the new payment process we are

unable to accept checks with any sort of Lien Waiver because our Tariffs do not make an allowance for PSCo to accept checks printed or stamped with a lien waiver. Our current lead-time to begin work after receiving the payment and signed documents is approximately 6 weeks. You will be notified of the week that our construction is scheduled to begin as soon as it is available.

This proposal will be valid until April 12, 2026. If you have any questions regarding this project, please call me at 9702606804.

Sincerely,
Michael Castro

I have reviewed and approve of the enclosed design. I accept the cost of \$ 315,809.19 and this amount will be paid to Xcel Energy in full prior to the scheduled construction date. The Construction Cost stated above does not include special items such as but not limited to frost or rock conditions. In the event the Company encounters any special items during construction, the Company shall bill Applicant for such special items as a non-refundable contribution in aid of construction. I will send a signed copy of this letter with the applicable agreements.

Planner Name: Michael Castro	Customer Phone: 970-248-8589
Planner Title: Planner Thereafter	Customer Email: BPECK@GJAIRPORT.COM
Mailing Address: 2538 Blichmann Avenue	Mailing Address: 2828 WALKER FIELD DR
City, State Zip: Grand Junction, CO 81505	City, State Zip: GRAND JUNCTION, CO 81506-8660

XCEL ENERGY SIGNATURE	CUSTOMER SIGNATURE
Public Service Company of Colorado	Legal Entity Name (if applicable):
By:	Authorized Signer (see signing options below*): <i>Click to Sign is not available</i> <i>Signing Option 2 (Signature below)</i>
	By:
Printed Name:	Printed Name:
Title:	Title (if applicable):
Date:	Date:

* **Signing Option 1: "Click to Sign" not available due to software incompatibility**

Signing Option 2: Add Electronic Signature and return by e-mail **OR** print, sign, scan and return by e-mail **OR** print and sign and return by mail.

CONTINGENCY LIST

*CUSTOMER:	GRAND JUNCTION REGIONAL AIRPORT
ADDRESS:	2828 WALKER FIELD DR
CITY:	GRAND JUNCTION
DESIGN NO:	1245454
SN:	15827237

Public Service Company of Colorado d/b/a Xcel Energy (the “Company”) has completed the engineering design and cost estimate for your electric and/or gas distribution request. The Company will install the facilities as shown in the attached engineering sketch(es), when all contractual obligations and customer-supplied conditions are met. The specified conditions listed below were used to determine the most effective design to meet your request. If, for any reason this design does not meet your request as intended, please review with the Company’s Engineering personnel. Engineering will discuss any possible revision and will expedite any necessary revised costs in order to meet your schedule as planned. (Please be aware that additional estimates may be subject to re-engineering charges.) The Company looks forward to completing the installation of these facilities for you and providing for any future needs you may have.

1. Disclaimer. Company shall not be responsible for the repair or replacement costs resulting from damage to items that are not marked prior to Company’s commencement of construction.
2. Construction Obligations. To the extent applicable, Customer shall confirm to Company, and Company shall certify, that the following construction obligations have been met prior to Company commencing construction on the project.
 - ❖ Customer must install curb and gutter prior to installation of electric and/or gas distribution facilities.
 - ❖ When construction consists of five (5) sites or fewer, all sites must be ready. For projects with more than five (5) sites, approximately fifty (50) percent of the sites must be ready.
 - ❖ As determined by Company, required property pins, necessary curve points, easements, proposed structures, and facility equipment locations must be staked and visible in the field.
 - ❖ If checked, Customer has agreed to install sleeves at crossings.
 - ❖ Water line, sewer lines septic systems, leach fields, and any other underground obstruction must be staked, flagged, and installed prior to Company gas and/or electric construction.
 - ❖ Transformers, switch cabinet locations, pedestals, gas regulator stations, meter installations, and other surface mounted equipment must be exact final grade. All other street/easements/service lateral routes must be within plus or minus six (6) inches of final grade.
 - ❖ Pouring/paving of driveways and landscaping must be delayed until after installation of facilities (services excluded).
 - ❖ Where existing slopes prohibit trenching, Customer must provide temporary grade for trenching equipment.
 - ❖ Construction route must be clear of all obstructions.
 - Construction material must be cleared from route.
 - Temporary trailers, buildings, and other obstacles must be moved.
 - Company will trim/clear trees along the construction route. Subject to Company’s approval, if Customer elects to trim/clear the trees on Customer’s own property, _____ will be deducted.
 - ❖ All roof drains must be directed away from Company equipment in a manner that prevents damage or settling of facilities, or both.
 - ❖ If transformers, switch cabinets, or gas meters require bumper protection, Customer must install protection at Customer’s sole cost. Customer must contact design engineer for bumper protection clearance requirements.
 - ❖ If Customer knows or suspects contaminants are present on the property where Company may be working, Customer must disclose its knowledge or suspicion to Company prior to Company commencing construction. If there are known contaminants on the subject property, Customer/developer/owner must remove the contaminants to any impacted soils or groundwater prior to Company commencing construction. If, prior to or during Company construction, contaminants are encountered that were previously unknown, all work will be stopped until Customer



remediates the site to ensure Company’s crews are working in non-contaminated soils and that all facilities are located upon or buried in non-contaminated soils. The Company may, in its sole discretion, agree to other appropriate alternatives to these remediation requirements that are protective of worker and public safety and that protect the Company from incurring environmental liabilities.

- ❖ The Customer/developer/owner shall comply with all applicable federal, state, and local laws, regulations, and ordinances (“Environmental Laws”) regarding environmental contamination, including without limitation any Environmental Laws pertaining to soil and/or debris excavated from the property that is contaminated with hazardous substances, hazardous or solid wastes, petroleum, or other similar regulated materials. Company shall not be liable or responsible for environmental conditions at or near the Project site, and Customer shall be responsible for environmental conditions and costs of properly managing any impacted media including, but not limited to, soils or groundwater. The Customer/developer/owner shall be responsible for any additional costs arising out of pre-existing contamination on the property, including but not limited to: (a) Company exacerbating pre-existing conditions; and/or (b) Company’s adoption of greater or different procedures for utility installation than its standard business practice when dealing with clean, uncontaminated soils.
- ❖ Customer will be responsible for replacing existing sod, shrubs, trees, etc., and for repairing existing paving, at no cost to Company.
- ❖ Customer must ensure that all Company facilities meet all local setback and zoning requirements, and remain accessible at all times for routine maintenance purposes.
- ❖ All areas of the door sides of transformers and/or switch cabinets must remain clear of obstructions for ten (10) feet minimum distance at all times for maintenance purposes.
- ❖ With regard to meters and service laterals:
 - The permanent address must be attached to the building before the permanent meter will be set.
 - Multiple unit structures must have each meter housing and fuel line, as applicable, permanently identified before the meter will be set.
 - Multiple unit structures with banked metering require separate trenches for any Customer-owned facilities.
 - No Customer-owned facilities will be allowed in any easement granted by the property owner to Company.
 - Customer is responsible to provide required clearances for all electric and gas metering equipment in accordance with the Xcel Energy Standard for Electric Installation and Use and applicable laws, regulations, and standards as determined by the Company.
 - Company will install all residential underground electric services in accordance with Company’s Electric Extension Standards.
 - All commercial electric underground services, complete to transformer, pedestal, or terminal pole shall be installed, owned, and maintained by Customer in accordance with Company’s Electric Extension Standards.
 - Adequate conduit under concrete, decks, and other obstructions shall be the responsibility of Customer.
 - Overhead to underground conversion of meters and risers, including all wiring and building repairs, shall be at Customer’s cost.
 - Company will install all gas services.
 - If checked, Customer must provide a concrete pad for gas meter support at no cost to Company.

Meter Pad Dimensions: _____ long X _____ wide X _____ thick.

3. Permit Obligations. The Agreement and all Associated Agreements are contingent upon acquisition of the following permits and/or approvals:

- Town Permit
- County Permit
- State Highway Crossing Permit
- Railroad Crossing Permit
- Bureau of Land Management (BLM) Approval
- Grading and Drainage Permit
- Water Board Crossing
- Special Permit
- Corps of Engineer’s Permit
- Other [Please specify.] _____



4. Trench Compaction Requirements. Company is required to provide the following trench specifications:

- Wheel Compaction 0 feet of trench
- 85% Standard Proctor Compaction 0 feet of trench
- 95% Standard Proctor Compaction 0 feet of trench
- 95% Modified Proctor Compaction 0 feet of trench
- Bore 5,400 feet of trench

Planner Name: Michael Castro	Customer Phone: 970-248-8589
Planner Title: Planner Thereafter	Customer Email: BPECK@GJAIRPORT.COM
Mailing Address: 2538 Blichmann Avenue	Mailing Address: 2828 WALKER FIELD DR
City, State Zip: Grand Junction, CO 81505	City, State Zip: GRAND JUNCTION, CO 81506-8660

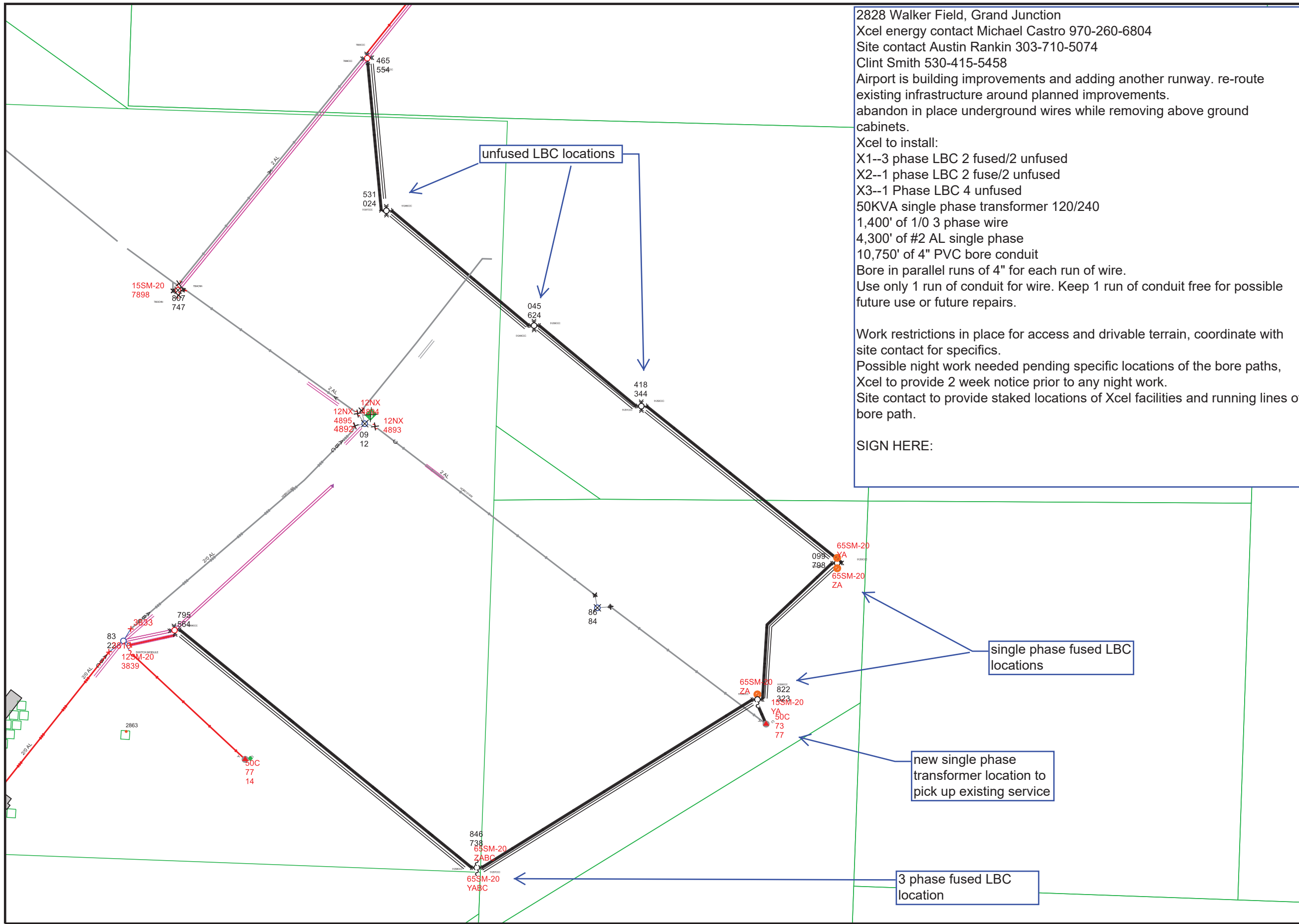
CUSTOMER SIGNATURE
Legal Entity Name (if applicable):
Authorized Signer (see signing options below*): <i>Click to Sign is not available</i> <i>Signing Option 2 (Signature below)</i>
By:
Printed Name:
Title (if applicable):
Date:

*** Signing Option 1: "Click to Sign" not available due to software incompatibility**

Signing Option 2: Add Electronic Signature and return by e-mail **OR** print, sign, scan and return by e-mail **OR** print and

*** Confidential Information**

Customer is to return copy of signed document to your Xcel Energy Representative



2828 Walker Field, Grand Junction
 Xcel energy contact Michael Castro 970-260-6804
 Site contact Austin Rankin 303-710-5074
 Clint Smith 530-415-5458
 Airport is building improvements and adding another runway. re-route existing infrastructure around planned improvements.
 abandon in place underground wires while removing above ground cabinets.
 Xcel to install:
 X1--3 phase LBC 2 fused/2 unfused
 X2--1 phase LBC 2 fuse/2 unfused
 X3--1 Phase LBC 4 unfused
 50KVA single phase transformer 120/240
 1,400' of 1/0 3 phase wire
 4,300' of #2 AL single phase
 10,750' of 4" PVC bore conduit
 Bore in parallel runs of 4" for each run of wire.
 Use only 1 run of conduit for wire. Keep 1 run of conduit free for possible future use or future repairs.

Work restrictions in place for access and drivable terrain, coordinate with site contact for specifics.
 Possible night work needed pending specific locations of the bore paths, Xcel to provide 2 week notice prior to any night work.
 Site contact to provide staked locations of Xcel facilities and running lines of bore path.

SIGN HERE:



Work Order Information	
Service Request #	: 000015827237
Design Number	: 000001245454
Designer/Planner ID	: CSTM15
Designer/Planner Name	:
Designer/Planner Ph #	: (000) 000-0000
Manager Approval	:

Joint Utility	
E:	G:
T:	C:

Design Location	
Division	: WESTERN REGION
County	: Mesa
City	: GRAND JUNCTION
Address	:
T: 1N	R: 1E S: 29
Map #	: 1143482 02 Permit :

Electric	
Feeder:	Voltage:
Phase:	Bkup Dev ID:

Gas	
System	: Pressure :
Size	: Material :
Dead End	:

Work Order # :

Date: 02/12/2026

Sketch: # Of # Sketch Data

Scale: 1" equals 333'



CONSTRUCTION USE ONLY

NO CHANGES (BUILT AS DESIGNED)
 CHANGES MADE AS INDICATED
 (ALL URD MUST HAVE ACTUAL MEASUREMENTS FROM THE FIELD SITE)

RFO _____
 FOREMAN _____ DATE _____
 TEAM LEADER _____

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Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC:	FAA Reimbursable Agreement Amendment to Purchase Structures for Navigational Aids
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approve Amendment A1 to the Reimbursable Agreement with the FAA (AJW-FN-WSA-25-NM-007049) in the amount of \$702,000 to provide for the procurement of navigational aid structures for the runway relocation project for a revised total agreement amount of \$899,810.54 and authorize the Chief Executive Officer to sign the agreement.
SUMMARY:	<p>Because navigational aids and supporting structures are owned and maintained by the FAA, the FAA personnel provide engineering design and oversight; and procure and install the navigational aids (NAVAIDS).</p> <p>In January 2025, the board approved an Agreement with the FAA (AJW-FN-WSA-25-NM-007049) in the amount of \$197,810.54 for design support related to NAVAIDS and this amendment is to add the procurement of 3 prefabricated structures that will house the NAVAIDS. The structures will need to be constructed and set by summer 2028 to maintain the current timeline that targets an October 2028 runway transition and this agreement is needed now to allow for the lead-time in procuring the structures.</p> <p>The original agreement amount is currently covered by an active AIP grant (AIP 87) and the new agreement is eligible and anticipated to be funded with AIP money. Based on discussions with the FAA, their intent is to issue a new grant in 2026 that covers the total cost of original agreement and amendment combined (\$899,810.54) and will cancel AIP 87.</p>
REVIEWED BY:	Chief Executive Officer, Legal Counsel, and CIP Manager – Colin Bible
FISCAL IMPACT:	Total Cost of Amendment - \$702,000
	Anticipated Funding Sources for Amendment: Anticipated FAA AIP Grant (95%) - \$666,900 GJRAA Match (5%) - \$35,100
ATTACHMENTS:	Amendment A1 to Non-Federal Reimbursable Agreement # AJW-FN-WSA-25-NM-007049
STAFF CONTACT:	Sarah Menge smenge@gjairport.com (970) 248-8584

AMENDMENT A1

NON-FEDERAL REIMBURSABLE AGREEMENT

BETWEEN

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

AND

**GRAND JUNCTION REGIONAL AIRPORT AUTHORITY
GRAND JUNCTION REGIONAL AIRPORT
GRAND JUNCTION, COLORADO**

WHEREAS, Reimbursable Agreement AJW-FN-WSA-25-NM-007049, Grand Junction, CO (GJT) – Engineering and Technical Design Support for Runway 12/30 Navigational Facilities and Supporting Infrastructure, was executed by the Federal Aviation Administration (FAA) and the **Grand Junction Regional Airport Authority (Sponsor)** on February 7, 2025;

WHEREAS, Article 10 requires that changes or amendments to the Agreement will be formalized by a written amendment signed by authorized representatives of each party;

WHEREAS, the FAA has determined that this project is reasonably anticipated to support construction or alteration at an airport as to which notice is required under section 77.9 of title 14, Code Federal Regulations;

NOW THEREFORE, the FAA and the Sponsor mutually agree that this Agreement be amended by amending the article(s) of the existing Reimbursable Agreement as specifically stated herein. Other than the amended articles specified below, the original agreement remains unchanged. Changes include, but are not limited to, the following:

- Amend Preamble
- Amend Scope (AMEND: Article 3 – Section A)
- Amend FAA Scope (ADD: Article 3 – Section B, item 5)
- Amend Sponsor Scope (ADD: Article 3 – Section C, item 6)
- Amend FAA Points of Contact (Article 4 – Section A, item 1)
- Amend Property Transfer (Article 6)
- Amend Estimated Costs (Article 7)
- Amend Sponsor contact information (Article 9 – Section C)
- Amend Legal Authority (Article 13)
- Amend Security (Article 20)

To the extent that there is any inconsistency between the original agreement and these amendments, the amendments shall take precedence.

PREAMBLE

Change From:

WHEREAS, the Federal Aviation Administration (FAA) can furnish directly or by contract, material, supplies, equipment, and services which the **Grand Junction Regional Airport Authority** (Sponsor) requires, has funds available for, and has determined should be obtained from the FAA;

WHEREAS, it has been determined that competition with the private sector for provision of such material, supplies, equipment, and services is minimal; the proposed activity will advance the FAA's mission; and the FAA has a unique capability that will be of benefit to the Sponsor while helping to advance the FAA's mission;

NOW THEREFORE, the FAA and the Sponsor mutually agree as follows:

Change To:

WHEREAS, Reimbursable Agreement AJW-FN-WSA-25-NM-007049, Grand Junction, CO (GJT) – Engineering and Technical Design Support for Runway 12/30 Navigational Facilities and Supporting Infrastructure, was executed by the Federal Aviation Administration (FAA) and the **Grand Junction Regional Airport Authority (Sponsor)** on February 7, 2025;

WHEREAS, Article 10 requires that changes or amendments to the Agreement will be formalized by a written amendment signed by authorized representatives of each party;

WHEREAS, the FAA has determined that this project is reasonably anticipated to support construction or alteration at an airport as to which notice is required under section 77.9 of title 14, Code Federal Regulations;

NOW THEREFORE, the FAA and the Sponsor mutually agree that this Agreement be amended by amending the article(s) of the existing Reimbursable Agreement as specifically stated herein. Other than the amended articles specified below, the original agreement remains unchanged. Changes include, but are not limited to, the following:

ARTICLE 3. Scope

Change From:

- A. The purpose of this Agreement between the FAA and the Sponsor is to enable the FAA to commence planning and related support for the Sponsor's establishment of Runway (RWY) 12/30 at Grand Junction Regional Airport (GJT). Support includes the performance of site surveys, the evaluation of the Sponsor's design plans for impacts to FAA facilities, and the development of engineering design packages and cost estimates, as required, for existing FAA facilities and future planned FAA facilities supporting RWY 12/30.

This Agreement also provides for FAA’s evaluation of feasibility, benefits, and requirements regarding the potential establishment of a GS and/or a MALSR on RWY 30.

Finally, this agreement enables FAA engineering and technical support (design and implementation) for the relocation of the FAA communication cable(s), to support monitoring of the RWY 11 LOC/DME and RWY 29 Localizer Direction Aid (LDA)/DME by the GJT Airport Traffic Control Tower (ATCT).

No implementation services related to future planned FAA facilities supporting the establishment of RWY 12/30 will be provided under this agreement. This agreement will be amended, or a new agreement will be developed and executed, to address FAA engineering and technical implementation support of the Sponsor’s RWY 12/30 project, as required.

This agreement provided funding for the FAA to establish these services. Therefore, this Agreement is titled:

Grand Junction, CO (GJT) – Engineering and Technical Design Support for Runway 12/30 Navigational Facilities and Supporting Infrastructure

B. The FAA will perform the following activities:

1. Conduct preliminary project planning including, but not limited to, technical consultation, engineering design, engineering and environmental review, site visits, feasibility assessments, project planning, scope definition, development of cost estimate(s), development of design package(s), and the procurement of materials and/or equipment with long lead times, as required.
2. Review the airport’s construction plans and specifications for work impacting the existing FAA facilities and in support of the following future planned FAA facilities supporting RWY 12/30:
 - RWY 12 Glide Slope (GS), Localizer (LOC), Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), and Distance Measuring Equipment (DME),
 - RWY 30 LOC, DME, Precision Approach Path Indicator (PAPI), and Runway End Identifier Lights (REIL),
 - RWY 12/30 Runway Visual Range (RVR),
 - FAA Fiber Optics Transmission System (FOTS),
 - and/or supporting infrastructure.

3. Provide to the Sponsor any requirements and/or recommendations related to FAA facilities impacted by the sponsor's project and in support of future planned FAA facilities supporting RWY 12/30.
4. Provide a copy of site survey report(s), proposed statement of work, and estimated cost for the establishment of planned FAA facilities to the Sponsor.

C. The Sponsor will perform the following activities:

1. Provide access to the airfield, as required.
2. Provide a schedule for the work to be accomplished, including updates, which highlight construction activities related to FAA facilities and equipment.
3. Provide a full set of construction plans and construction specifications including scaled electronic drawings in PDF and AutoCAD format, showing all proposed airport work.
4. Incorporate requirements and recommendations made by the FAA into the design drawings and specifications impacting FAA-owned systems.
5. Provide survey information and documentation verifying the clearance of critical areas and obstruction surfaces relating to the relocated facilities.

- D. This agreement is in whole or in part funded with funding from an AIP grant Yes No. If Yes, the grant date is: _____ and the grant number is: _____. If the grant information is not available at the time of agreement execution, the Sponsor will provide the grant information to the FAA when it becomes available.

Change To:

- A. The purpose of this Agreement between the FAA and the Sponsor is to enable the FAA to commence planning and related support for the Sponsor's establishment of Runway (RWY) 12/30 at Grand Junction Regional Airport (GJT). Support includes the performance of site surveys, the evaluation of the Sponsor's design plans for impacts to FAA facilities, and the development of engineering design packages and cost estimates, as required, for existing FAA facilities and future planned FAA facilities supporting RWY 12/30.

This Agreement also provides for FAA's evaluation of feasibility, benefits, and requirements regarding the potential establishment of a GS and/or a MALSR on RWY 30.

Amendment A1 enables the FAA to procure and provide building shelters for FAA equipment facilities in preparation for the construction phase of the project.

Finally, this agreement enables FAA engineering and technical support (design and implementation) for the relocation of the FAA communication cable(s), to support

monitoring of the RWY 11 LOC/DME and RWY 29 Localizer Direction Aid (LDA)/DME by the GJT Airport Traffic Control Tower (ATCT).

No implementation services related to future planned FAA facilities supporting the establishment of RWY 12/30 will be provided under this agreement. This agreement will be amended, or a new agreement will be developed and executed, to address FAA engineering and technical implementation support of the Sponsor's RWY 12/30 project, as required.

This agreement provided funding for the FAA to establish these services. Therefore, this Agreement is titled:

Grand Junction, CO (GJT) – Engineering and Technical Design Support for Runway 12/30 Navigational Facilities and Supporting Infrastructure

B. The FAA will perform the following activities:

1. Conduct preliminary project planning including, but not limited to, technical consultation, engineering design, engineering and environmental review, site visits, feasibility assessments, project planning, scope definition, development of cost estimate(s), development of design package(s), and the procurement of materials and/or equipment with long lead times, as required.
2. Review the airport's construction plans and specifications for work impacting the existing FAA facilities and in support of the following future planned FAA facilities supporting RWY 12/30:
 - RWY 12 Glide Slope (GS), Localizer (LOC), Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), and Distance Measuring Equipment (DME),
 - RWY 30 LOC, DME, Precision Approach Path Indicator (PAPI), and Runway End Identifier Lights (REIL),
 - RWY 12/30 Runway Visual Range (RVR),
 - FAA Fiber Optics Transmission System (FOTS),
 - and/or supporting infrastructure.
3. Provide to the Sponsor any requirements and/or recommendations related to FAA facilities impacted by the sponsor's project and in support of future planned FAA facilities supporting RWY 12/30.
4. Provide a copy of site survey report(s), proposed statement of work, and estimated cost for the establishment of planned FAA facilities to the Sponsor.

5. Provide and procure the following building shelters for the upcoming construction project:
 - a. RWY 12 GS shelter
 - b. RWY 12 LOC and MALSR shelter
 - c. RWY 30 LOC shelter

C. The Sponsor will perform the following activities:

1. Provide access to the airfield, as required.
2. Provide a schedule for the work to be accomplished, including updates, which highlight construction activities related to FAA facilities and equipment.
3. Provide a full set of construction plans and construction specifications including scaled electronic drawings in PDF and AutoCAD format, showing all proposed airport work.
4. Incorporate requirements and recommendations made by the FAA into the design drawings and specifications impacting FAA-owned systems.
5. Provide survey information and documentation verifying the clearance of critical areas and obstruction surfaces relating to the relocated facilities.
6. Receive the FAA building shelters and store in a protected area until shelters are ready to be installed.

- D. This agreement is in whole or in part funded with funding from an AIP grant Yes No. If Yes, the grant date is: _____ and the grant number is: _____. If the grant information is not available at the time of agreement execution, the Sponsor will provide the grant information to the FAA when it becomes available.

ARTICLE 4. Points of Contact

Change From:

A. FAA:

1. The **FAA Western Service Area, Planning and Requirements Group, NAS Planning Team** will provide administrative oversight of this Agreement. **Matt Robertson** is the **Lead Planner** and liaison with the Sponsor and can be reached at **(206) 231-2855** or via email at **matthew.d.robertson@faa.gov**. This liaison is not authorized to make any commitment, or otherwise obligate the FAA, or authorize any changes which affect the estimated cost, period of performance, or other terms and conditions of this Agreement.

2. The **FAA Western Service Area, NAVAIDS Engineering Center** will perform the scope of work included in this Agreement. **Jerald Lim** is the **Lead General Engineer** and liaison with the Sponsor and can be reached at **(206) 305-0585** or via email at **gerald.lim@faa.gov**. This liaison is not authorized to make any commitment, or otherwise obligate the FAA, or authorize any changes which affect the estimated cost, period of performance, or other terms and conditions of this Agreement.
3. The execution, amendment, and administration of this Agreement must be authorized and accomplished by the FAA's Contracting Officer, **Brad Logan** who can be reached at **(817) 222-4395** or via email at **brad.logan@faa.gov**.

B. Sponsor:

Grand Junction Regional Airport Authority
Angela Padalecki
2828 Walker Field Drive #301
Grand Junction, CO 81506
Telephone: (970) 248-8588
Email: apadalecki@gjairport.com

Change To:

A. FAA:

1. The **FAA Western Service Area, Planning and Requirements Group, NAS Planning Team** will provide administrative oversight of this Agreement. **Jose Lopez Gudino** is the **Planning Specialist** and liaison with the Sponsor and can be reached at **(206) 231-2895** or via email at **jose.lopez.gudino@faa.gov**. This liaison is not authorized to make any commitment, or otherwise obligate the FAA, or authorize any changes which affect the estimated cost, period of performance, or other terms and conditions of this Agreement.
2. The **FAA Western Service Area, NAVAIDS Engineering Center** will perform the scope of work included in this Agreement. **Jerald Lim** is the **Lead General Engineer** and liaison with the Sponsor and can be reached at **(206) 305-0585** or via email at **gerald.lim@faa.gov**. This liaison is not authorized to make any commitment, or otherwise obligate the FAA, or authorize any changes which affect the estimated cost, period of performance, or other terms and conditions of this Agreement.
3. The execution, amendment, and administration of this Agreement must be authorized and accomplished by the FAA's Contracting Officer, **Brad Logan** who can be reached at **(817) 222-4395** or via email at **brad.logan@faa.gov**.

B. Sponsor:

Grand Junction Regional Airport Authority
Angela Padalecki
2828 Walker Field Drive #301
Grand Junction, CO 81506
Telephone: (970) 248-8588
Email: apadalecki@gjairport.com

ARTICLE 6. Property Transfer

Change From:

ARTICLE 6. Property Transfer – Reserved

Change To:

ARTICLE 6. Property Transfer

- A. To the extent that the Sponsor provides any material associated with the Project, and to the extent that performance of the requirements of this Project results in the creation of assets constructed, emplaced, or installed by the Sponsor, all such material (buildings, equipment, systems, components, cable enclosures, etc.) and assets will be transferred to and become the property of the FAA upon project completion. For purposes of this Article 6, "project completion" means that FAA has inspected the specific equipment or construction, and has accepted it as substantially complete and ready for use. The creation of an additional agreement will not be required, unless such other agreement is required by the laws of the state in which the subject property is located. The Sponsor and FAA acknowledge by execution of this agreement the FAA will accept the fundamental responsibilities of ownership by assuming all operations and maintenance requirements for all property transferred to the FAA. The transfer of asset(s) will occur on the date the asset(s) is placed in service. It has been determined the subject transfer(s) to FAA is in the best interest of both the Sponsor and FAA.
- B. In order to ensure that the assets and materials subject to this Article remain fully accounted-for and operational, the Sponsor will provide the FAA any additional documents and publications that will enhance the FAA's ability to manage, maintain and track the assets being transferred. Examples may include, but are not limited to, operator manuals, maintenance publications, warranties, inspection reports, etc. These documents will be considered required hand-off items upon Project completion.

ARTICLE 7. Estimated Costs

Change From:

The estimated FAA costs associated with this Agreement are as follows:

DESCRIPTION OF REIMBURSABLE ITEM	ESTIMATED COST
Labor	
WB4010-Program Management	\$5,483.00
WB4020-Engineering	\$93,208.00
WB4030-Environmental & Occupation	\$2,193.00
WB4050-Construction	\$32,897.00
Labor Subtotal	\$133,781.00
Labor Overhead	\$26,595.66
Total Labor	\$160,376.66
Non-Labor	
WB-4010,4020,4050- Travel	\$16,993.00
WB4020-Engineering	\$17,668.00
Non-Labor Subtotal	\$34,661.00
Non-Labor Overhead	\$2,772.88
Total Non-Labor	\$37,433.88
TOTAL ESTIMATED COST	\$197,810.54

Change To:

The estimated FAA costs associated with this Agreement are as follows:

DESCRIPTION OF REIMBURSABLE ITEM	ORIGINAL ESTIMATED COST	A1 ESTIMATED COST	TOTAL ESTIMATED COST
Labor			
WB4010 – Program Management	\$5,483.00		\$5,483.00
WB4020 – Engineering	\$93,208.00		\$93,208.00
WB4030 – Environmental & Occupational Safety & Health Compliance	\$2,193.00		\$2,193.00
WB4050 – Construction	\$32,897.00		\$32,897.00
Labor Subtotal	\$133,781.00	\$0.00	\$133,781.00
Labor Overhead	\$26,595.66	\$0.00	\$26,595.66
Total Labor	\$160,376.66	\$0.00	\$160,376.66
Non-Labor			
WB4010, WB4020, WB4050 – Travel	\$16,993.00		\$16,993.00
WB4020 – Engineering	\$17,668.00		\$17,668.00
WB4050 – Supplies/Materials		\$650,000.00	\$650,000.00
Non-Labor Subtotal	\$34,661.00	\$650,000.00	\$684,661.00
Non-Labor Overhead	\$2,772.88	\$52,000.00	\$54,772.88
Total Non-Labor	\$37,433.88	\$702,000.00	\$739,433.88
TOTAL ESTIMATED COST	\$197,810.54	\$702,000.00	\$899,810.54

FAA shall make reasonable efforts to perform under this agreement in a cost-effective manner, consistent with the estimated costs in this Article 7, Public Law 114-307, the FAA Financial Manual, and the FAA Acquisition Management System, as applicable.

ARTICLE 9. Reimbursement and Accounting Arrangements

Change From:

- A. The Sponsor agrees to prepay the entire estimated cost of the Agreement. The Sponsor will send a copy of the executed Agreement and submit full advance payment in the amount stated in Article 7 to the Reimbursable Receipts Team listed in Section C of this Article. The advance payment will be held as a non-interest bearing deposit. Such advance payment by the Sponsor must be received before the FAA incurs any obligation to implement this Agreement. Upon completion of this Agreement, the final costs will be netted against the advance payment and, as appropriate, a refund or final bill will be sent to the sponsor, except as described in section D of this Article. Per U.S. Treasury guidelines, refunds under \$1.00 will not

be processed. Additionally, FAA will not bill the sponsor for amounts less than \$1.00.

- B. The Sponsor certifies that arrangements for sufficient funding have been made to cover the estimated costs of the Agreement.
- C. The Reimbursable Receipts team is identified by the FAA as the billing office for this Agreement. The preferred method of payment for this agreement is via Pay.Gov. The sponsor can use a check or credit card to provide funding in this manner and receipt-processing time is typically within 3 working days. Alternatively, the sponsor can mail the payment to the address shown below. When submitting funding by mail, the Sponsor must include a copy of the executed Agreement and the full advance payment. All payments mailed to the FAA must include the Agreement number, Agreement name, Sponsor name, and project location. Payments submitted by mail are subject to receipt-processing delay of up to 10 working days.

FAA payment remittance address using USPS is:

DOT/FAA/ESC
P.O. Box 25770
AMK-322 – MPB 328
Oklahoma City, OK 73125

FAA payment remittance address using Fed Ex (overnight) is:

DOT/FAA/ESC
AMK-322 – MPB328
6500 S. MacArthur Blvd.
Oklahoma City, OK 73169

The Sponsor hereby identifies the office to which the FAA will render bills for the project costs incurred as:

Grand Junction Regional Airport Authority
Attn: Jennifer Kroeker
2828 Walker Field Drive, Suite 301
Grand Junction, CO 81506
Telephone: (970) 248-8581
Email: jkroeker@gjairport.com

- D. The FAA will accept payments under this Article from only one of two sources: either (1) the Sponsor or (2) a Third Party on behalf of the Sponsor, and the same source must make all required payments. If a Third Party makes the payments, then any refund due from FAA upon completion of the Agreement will be returned to that Third Party.
- E. The FAA will provide the Sponsor a quarterly Statement of Account of costs incurred against the advance payment.

- F. The cost estimates contained in Article 7 are expected to be the maximum costs associated with this Agreement, but may be amended to recover the FAA's actual costs. If during the course of this Agreement actual costs are expected to exceed the estimated costs, the FAA will notify the Sponsor immediately. The FAA will also provide the Sponsor an amendment to the Agreement which includes the FAA's additional costs. The Sponsor agrees to prepay the entire estimated cost of the amendment. The Sponsor will send a copy of the executed amendment to the Agreement to the Reimbursable Receipts Team with the additional advance payment. Work identified in the amendment cannot start until receipt of the additional advance payment. In addition, in the event that a contractor performing work pursuant to the scope of this Agreement brings a claim against the FAA and the FAA incurs additional costs as a result of the claim, the Sponsor agrees to reimburse the FAA for the additional costs incurred whether or not a final bill or a refund has been sent.

Change To:

- A. The Sponsor agrees to prepay the entire estimated cost of the Agreement. The Sponsor will send a copy of the executed Agreement and submit full advance payment in the amount stated in Article 7 to the Reimbursable Receipts Team listed in Section C of this Article. The advance payment will be held as a non-interest bearing deposit. Such advance payment by the Sponsor must be received before the FAA incurs any obligation to implement this Agreement. Upon completion of this Agreement, the final costs will be netted against the advance payment and, as appropriate, a refund or final bill will be sent to the sponsor, except as described in section D of this Article. Per U.S. Treasury guidelines, refunds under \$1.00 will not be processed. Additionally, FAA will not bill the sponsor for amounts less than \$1.00.
- B. The Sponsor certifies that arrangements for sufficient funding have been made to cover the estimated costs of the Agreement.
- C. The Reimbursable Receipts team is identified by the FAA as the billing office for this Agreement. The preferred method of payment for this agreement is via Pay.Gov. The sponsor can use a check or credit card to provide funding in this manner and receipt-processing time is typically within 3 working days. Alternatively, the sponsor can mail the payment to the address shown below. When submitting funding by mail, the Sponsor must include a copy of the executed Agreement and the full advance payment. All payments mailed to the FAA must include the Agreement number, Agreement name, Sponsor name, and project location. Payments submitted by mail are subject to receipt-processing delay of up to 10 working days.

FAA payment remittance address using USPS is:

DOT/FAA/ESC
P.O. Box 25770
AMK-322 – MPB 328
Oklahoma City, OK 73125

FAA payment remittance address using Fed Ex (overnight) is:

DOT/FAA/ESC
AMK-322 – MPB328
6500 S. MacArthur Blvd.
Oklahoma City, OK 73169

The Sponsor hereby identifies the office to which the FAA will render bills for the project costs incurred as:

Grand Junction Regional Airport Authority
Attn: Sarah Menge
2828 Walker Field Drive, Suite 301
Grand Junction, CO 81506
Telephone: (970) 248-8581
Email: smenge@gjairport.com

- D. The FAA will accept payments under this Article from only one of two sources: either (1) the Sponsor or (2) a Third Party on behalf of the Sponsor, and the same source must make all required payments. If a Third Party makes the payments, then any refund due from FAA upon completion of the Agreement will be returned to that Third Party.
- E. The FAA will provide the Sponsor a quarterly Statement of Account of costs incurred against the advance payment.
- F. The cost estimates contained in Article 7 are expected to be the maximum costs associated with this Agreement, but may be amended to recover the FAA's actual costs. If during the course of this Agreement actual costs are expected to exceed the estimated costs, the FAA will notify the Sponsor immediately. The FAA will also provide the Sponsor an amendment to the Agreement which includes the FAA's additional costs. The Sponsor agrees to prepay the entire estimated cost of the amendment. The Sponsor will send a copy of the executed amendment to the Agreement to the Reimbursable Receipts Team with the additional advance payment. Work identified in the amendment cannot start until receipt of the additional advance payment. In addition, in the event that a contractor performing work pursuant to the scope of this Agreement brings a claim against the FAA and the FAA incurs additional costs as a result of the claim, the Sponsor agrees to reimburse the FAA for the additional costs incurred whether or not a final bill or a refund has been sent.

ARTICLE 13. Legal Authority

Change From:

This Agreement is entered into under one or more of the following authorities: 49 U.S.C. § 106(l), 31 U.S. Code 6505 Intergovernmental Cooperation Act. Nothing in this Agreement will be construed as incorporating by reference or implication any provision of Federal acquisition law or regulation.

Change To:

This Agreement is entered into under one or more of the following authorities: 49 U.S.C. § 106(l), 31 U.S.C. § 6505, Public Law 114-307, 130 Stat 1523, Dec. 16, 2016. Nothing in this Agreement will be construed as incorporating by reference or implication any provision of Federal acquisition law or regulation.

ARTICLE 20. Security

Change From:

In the event that the security office determines that the security requirements under FAA Order 1600.72A applies to work under this Agreement, the FAA is responsible for ensuring that security requirements, including compliance with AMS clause 3.14.2.1, Contractor Personnel Suitability Requirements are met.

Change To:

In the event that the security office determines that the security requirements under FAA Order 1600.1F applies to work under this Agreement, the FAA is responsible for ensuring that security requirements, including compliance with AMS clause 3.14.2, Contractor Personnel Suitability Requirements are met.

Except as specified above, all other terms and conditions of the original agreement and any previous amendment changes shall remain the same. These changes are effective on the date of the last signature below.

AGREED:

**FEDERAL AVIATION
ADMINISTRATION**

**GRAND JUNCTION REGIONAL
AIRPORT AUTHORITY**

SIGNATURE _____
NAME Bradley K. Logan
TITLE Contracting Officer
DATE _____

SIGNATURE _____
NAME Angela Padalecki
TITLE Executive Director
DATE _____

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC:	Garver Work Order No. 6 – Public Parking Expansion Design & Bid Services		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Approve Garver Work Order No. 6 in the amount of \$319,000 to design and provide bid support services for the next phase of public parking lot expansion and authorize the Chief Executive Officer to sign the task order.		
SUMMARY:	<p>The Authority has completed two phases of public parking improvements and expansion over the past three years. This task order with Garver authorizes design and competitive bidding services for the next planned phase of public parking lot expansion. Parking lot improvements were identified as a specific project in the 2023 on-call engineering procurement awarded to Garver, and this scope of work will be issued under that master services agreement.</p> <p>While the existing parking lot adequately serves average daily demand, continued growth in scheduled seat capacity and passenger traffic is expected to drive peak-period demand beyond current capacity. Staff and planners anticipate the need for overflow parking to accommodate peak holiday travel, as well as anticipated increased demand associated with the planned closure of the Aspen Airport. The proposed design also includes additional entry and exit points to improve traffic circulation on Walker Field Drive and reduce delays at the current single exit location.</p> <p>Parking revenue is a critical component of the airport’s financial sustainability, accounting for approximately 27% of total airport revenues in 2024 and 2025. Maintaining sufficient parking capacity helps ensure parking revenue remains at the airport and supports a positive guest experience and ease of travel at GJT.</p> <p>The design will be funded entirely through airport revenues, specifically the 2026 SIB loan authorized by the Board in March.</p>		
REVIEWED BY:	Chief Executive Officer & Legal Counsel		
FISCAL IMPACT:	Total Cost - \$319,000		
ATTACHMENTS:	Garver Work Order No. 6		
STAFF CONTACT:	Sarah Menge smenge@gjairport.com (970) 248-8584		



**WORK ORDER NO. 6
Grand Junction Regional Airport Authority
Grand Junction, Colorado
Project No. 2600291**

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
Geotechnical Investigation	\$25,000.00	TIME & MATERIAL
Drainage Analysis	\$43,500.00	LUMP SUM
Final Design	\$181,000.00	LUMP SUM
Permitting	\$50,000.00	RATE SCHEDULE
Bidding Services	\$20,300.00	LUMP SUM
TOTAL FEE	\$319,800.00	

The lump sum amount to be paid under this Work Order is \$244,800.00. 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 \$75,000.00.

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: _____
Signature

Name: _____
Printed Name

Name: Colin Bible, PE
Printed Name

Title: _____

Title: Vice President

Date: _____

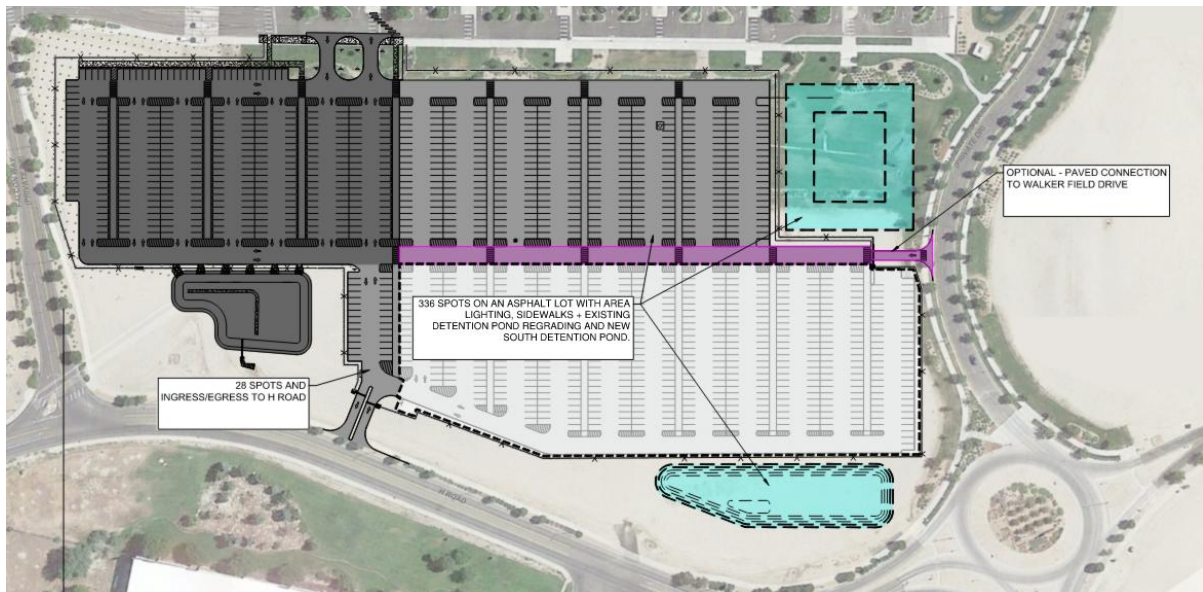
Date: _____



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 a parking lot expansion into a previously undeveloped area and engineering design, permitting, and bidding services for Phase 2, as shown in project sketch below. Phase 2 includes asphalt parking lot expansion to include approximately 330 parking spaces, area lighting, sidewalks, access from H Road, access from Walker Field Drive, regrading of the existing detention pond and a new south detention pond.

- Project Administration
- Drainage Analysis
- Design Services
 - 90% Final Design
 - 100% Issued for Bid
- Permitting
- Bidding Services



1. PROJECT ADMINISTRATION

- 1.1. 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.

2. DRAINAGE ANALYSIS

- 2.1. General: Garver will develop hydrologic and hydraulic models of the airfield drainage system within the project limits for the 2- and 100-year storms. Hydrologic methodology will be consistent with the City of Grand Junction and Mesa County Stormwater Management



Manual (SWMM). Rational method and previous hydrologic calculations established in Phase 1 will be used to design the ultimate phase south detention pond. SCS HEC-HMS modeling will be used to evaluate the existing on-site northeast detention pond and demonstrate that the outlet structure performs equivalently to pre-development conditions. Modeling parameters, such as areas, slopes, drainage paths, distances, etc. will be obtained from surveys, planimetric contour maps and aerial photos and verified by field investigation. The proposed analysis stops at the discharge of the detention ponds on the project property. A downstream assessment is not included within this scope and is considered an additional service.

- 2.2. New South Detention Pond: Garver will develop a post-development model to manage runoff from the Phase 2 project site. The post-development model will include the design of a new south detention pond. Per the SWMM, the release rate is 0.5 cfs/ac. Pond sizing and outlet structure design will be completed in accordance with Appendix N of the SWMM. 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.
- 2.3. Existing Pond Improvements: The existing northeast on-site detention pond will require regrading to accommodate the Phase 2 development. The design will be a direct volume replacement, and Garver will demonstrate through the SCS HEC-HMS model (developed for Phase 1) that the outlet structure functions equivalently to pre-development conditions.
- 2.4. The drainage analysis report will include the following:
 - Pre-development Drainage Methodology and Results
 - Post-development Drainage Methodology and Results
 - Existing Pond Improvements Analysis and Results

3. DESIGN SERVICES

- 3.1. 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 2 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.
- 3.2. 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.
- 3.3. Project Management Plan / Quality Control Procedures
 - 3.3.1 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.



3.3.2 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.

3.4. Environmental Coordination

3.4.1. 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).

3.5. Existing Conditions Review

3.5.1. 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.

3.5.2. Site Visits: Garver's civil engineers will perform up to one (1) site visit to the project site to review existing conditions and evaluate survey and record document data.

3.6. Pavement Design: Garver will review previously developed pavement sections obtained from the geotechnical report.

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

3.8. Modeling: Garver will develop a 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

3.9. Electrical

3.9.1. 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.

3.10. 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 2 of the project.

- Private Storm Drainage to Proposed Detention Facility
- 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.

3.11. Landscaping: Garver will provide a basic landscaping design incorporating rock mulch, drip irrigation, and small shrubs to match previous parking lot expansion plans. This layout is not expected to meet city landscaping requirements. As an additional service, a landscaping plan meeting city requirements can be provided.

3.12. 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
Pond Plans	X	X
Pond Details	X	X
Pavement Marking and Signage Plans	X	X
Pavement Marking and Signage Details	X	X
Fencing Plans	X	X
Fencing Details	X	X
Landscaping Plans	X	X



Landscaping Details	X	X
Electrical Notes	X	X
Electrical Removal Plans	X	X
Electrical Installation Plans	X	X
Electrical Details	X	X

3.13. Specifications and Contract Documents

3.13.1. 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.

3.13.2. 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.

3.14. 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.

3.15. 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.

3.15.1. 90% Final Design

- Garver will develop 90% final design plans and specifications and submit these to the Owner for review.
- At the completion of the Owner review period, Garver will meet with the Owner to review the 90% final design plans and specifications and to receive Owner comments and direction.
- Garver will incorporate Owner comments and submit a permitting package to the City for approval.

3.15.2. 100% Issued for Bid (IFB): Garver will incorporate permitting and Owner comments to develop 100% IFB plans and specifications.

4. PERMITTING

4.1. Transportation Engineering Design Standards (TEDS) Exemption Request: Garver will prepare and submit a TEDS Exemption Request to the City of Grand Junction Community Development department for the proposed drive at H Road. The TEDS manual requires access to the lower order street; therefore, an exception is needed for the proposed H Road access point. Garver's effort will include the following:



- Preparation and submittal of the TEDS Exception Application Form.
- Development of supporting exhibits showing alternative designs that meet current standards, with annotation of resulting travel paths and operational constraints to demonstrate the need for the exception.
- Coordination with City Community Development staff through the review and approval process, including responses to requests for additional information.

It is assumed the exception will not require CDOT or FHWA coordination and that a traffic impact analysis for Falcon Way is not required. Should a traffic impact analysis be required by the City, Garver may provide this for an additional fee.

- 4.2. 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.

5. BIDDING SERVICES

- 5.1. 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.
- 5.2. 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.
- 5.3. 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.

6. PROJECT DELIVERABLES

- 6.1. 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.

7. ADDITIONAL SERVICES

- 7.1. 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.
- Traffic impact analysis for Falcon Way or other roadways.
- Landscaping Design necessary to meet City of Grand Junction requirements, for example, irrigated turf and planted parking islands.
- 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.

8. SCHEDULE

8.1. Garver shall complete the work in accordance with the schedule below or as mutually agreeable. Contract execution and NTP is assumed to be received no later than April 28, 2026 and permitting review comments are assumed to be received within three weeks of delivery. Construction is anticipated for the 2027 season.

Design Phase	Calendar Days	Estimated Milestone
Draft Drainage Report	70	July 7, 2026
90% Final Design	28	August 4, 2026
Comments Returned	21	August 25, 2026
100% Issued for Bid	28	September 28, 2026



Exhibit B
Grand Junction Regional Airport
Terminal Parking Lot Expansion Phase II
Garver Hourly Rate Schedule: July 2026 - June 2027

Classification	Rates
<hr/> <hr/>	
Engineers / Architects	
E-1	\$ 174.00
E-2	\$ 205.00
E-3	\$ 241.00
E-4	\$ 284.00
E-5	\$ 348.00
E-6	\$ 430.00
E-7	\$ 509.00
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Designers	
D-1	\$ 158.00
D-2	\$ 177.00
D-3	\$ 211.00
D-4	\$ 246.00
D-5	\$ 286.00
D-6	\$ 293.00
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Management / Administration	
AM-1	\$ 102.00
AM-2	\$ 129.00
AM-3	\$ 205.00

Agreement for Professional Services
Terminal Parking Lot Expansion Phase II

Garver Project No. 2600291

Exhibit B

Grand Junction Regional Airport Terminal Parking Lot Expansion Phase II

FEE SUMMARY

Title I Service	Estimated Fees
Geotechnical Investigation	\$ 25,000.00
Drainage Analysis	\$ 43,500.00
Final Design	\$ 181,000.00
Permitting	\$ 50,000.00
Bidding Services	\$ 20,300.00
Subtotal for Title I Service	\$ 319,800.00

Exhibit B

**Grand Junction Regional Airport
Terminal Parking Lot Expansion Phase II**

Final Design

WORK TASK DESCRIPTION	E-6	E-4	E-2	E-1	D-2
	hr	hr	hr	hr	hr
1. Project Administration					
Coordination with Client	6	8			
Coordination with Utility Companies			2	4	
Design Kickoff Meeting	1	4	4	2	
Develop Project Management Plan (PMP)		2	2		
Internal (Bi-Weekly) Progress Meetings (6)	6	6	16	6	
Prepare for Final Plan Review Meeting	1	1			
Attend Final Plan Review Meeting (2 People, on-site)	8	12			
Subtotal - Project Administration	22	33	24	12	0
1. Civil Engineering					
Base Map Update			2		4
Record Document Review		4		6	
Geometric Layout Updates		4	4	16	
Grading Model Updates			4	16	
Develop SWMP		2	4	16	
NOI Submittal to Mesa County		2	4		
Detention Pond Grading Plans and Details		4	8	16	
Furnish Plans to Utility Owners				4	
Final Plans		40	80		200
Develop Final Construction Contract Documents		4	8		
Develop Final Technical Specifications		4	12		
Develop Final Supplemental Specifications		2	6		
Develop Final Quantities				12	
Develop Final Opinions of Probable Construction Costs		1	4	4	
Internal Quality Control (QC) Review	8	24			
Incorporate QC Review Comments		4	6	12	
Incorporate Permitting and Owner Comments for 100% IFB		1	2	4	
Subtotal - Civil Engineering	8	96	144	106	204
2. Electrical Engineering					
Photometric Analysis			2	24	
Final Plans			4		60
Develop Final Technical Specifications			2	4	
Develop Final Supplemental Specifications			2	4	
Develop Final Quantities				8	
Develop Final Opinions of Probable Construction Costs			2	4	
Internal Quality Control (QC) Review	4	8			
Incorporate QC Review Comments			2	8	
Incorporate Owner Comments			2	4	
Incorporate Permitting Comments for 100% IFB		2		4	
Subtotal - Electrical Engineering	4	10	16	60	60
4. Landscape Architect					
Basic Landscape Layout		2			4
Final Plans					20
Develop Final Technical Specifications		1		8	
Internal Quality Control (QC) Review	2	4			
Incorporate QC Review Comments				2	
Subtotal - Landscape Architect	2	7	0	10	24

Hours	36	146	184	188	288
SUBTOTAL - SALARIES:		\$178,352.00			
<u>DIRECT NON-LABOR EXPENSES</u>					
Document Printing/Reproduction/Assembly		\$150.00			
Postage/Freight/Courier		\$76.00			
Office Supplies/Equipment		\$222.00			
Computer Modeling/Software Use		\$0.00			
Travel Costs		\$ 2,200.00			
SUBTOTAL - DIRECT NON-LABOR EXPENSES:		\$2,648.00			
<hr/>					
SUBTOTAL:		\$181,000.00			
<hr/>					
TOTAL FEE:		\$181,000.00			

Grand Junction Regional Airport Authority
 Agenda Item Summary

TOPIC:	Notice of Award and Contract Approval to United Companies for Runway 12-30 Program Transition/Taxiway Conversion: Schedules 3/4/5/6/7
PURPOSE:	Information <input type="checkbox"/> Guidance <input type="checkbox"/> Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Authorize the Chief Executive Officer to sign the Notice of Award for Construction Schedules 3, 4, 5, 6, and 7 to Oldcastle SW Group, Inc. (dba United Companies) and sign the construction Contract in the amount of \$67,343,825.60 for pavement and transition construction associated with the Runway 12-30 replacement program; and sign Notices to proceed consistent with approved AIP grant funding from the FAA.
SUMMARY:	<p>This construction contract with United Companies represents Schedules 3/4/5/6/7 and consists of the remaining paving work and the majority of the construction costs needed to transition to and open the new Runway 12-30.</p> <p>The construction documents that were competitively bid were reviewed and approved by Garver as the Program Manager and the FAA. The bid process was managed by Mead & Hunt and based on their review of the bids; they found Oldcastle SW Group, Inc. dba United Companies to be the qualified low bidder and recommend award of the full contract.</p> <p>The Contract is broken into three distinct timelines with deadlines for the Authority to issue notices to proceed for schedules of work. This also includes provisions that allow the Authority to terminate later schedules in the event additional AIP funding is not provided.</p> <p>The first notice to proceed (NTP) date is in July of 2026 for Schedule 3. That first schedule has a total cost of \$27,924,439.70 and is fully funded by AIP Grant 89 (\$38,082,122.00). The next NTP date will be in October 2026 and staff, Mead & Hunt, and Garver have been coordinating with the FAA on funding plans for the remainder of the project and anticipates the contract will be fully funded with future grants issued in FY 26, FY 27, and FY 28.</p> <p>Staff and the project engineer and program manager all recommend awarding the full contract at this time and request authorization for the CEO to authorize future NTPs as long as grant funding has been confirmed for the associated work schedule.</p>
REVIEWED BY:	Chief Executive Officer, Legal Counsel, & CIP Program Manager Colin Bible
FISCAL IMPACT:	Total Cost - \$67,343,825.60
	Anticipated Funding Sources: <ul style="list-style-type: none"> - Anticipated FAA AIP Grants (95% FY 25 & 26, 90% in future) \$62,613,764.00 - CDOT Match \$750,000.00 - GJRAA Match \$3,980,061.60
ATTACHMENTS:	<ol style="list-style-type: none"> 1. Recommendation of Award Letter from Mead & Hunt 2. Notice of Award

3. Contract Agreement

STAFF CONTACT: Sarah Menge
smenge@gairport.com
(970) 248-8584



999 18th Street
 Suite 2300s
 Denver, Colorado 80202
 303-825-8844
 meadhunt.com

March 27, 2026

Angela Padalecki
 Chief Executive Officer
 Grand Junction Regional Airport
 2828 Walker Field Drive, Suite 301
 Grand Junction, Colorado 81506

Project: Grand Junction Regional Airport – FY 2026 Runway Transition/Taxiway Conversion: Schedules 3/4/5/6/7
 Subject: Bid Recommendation

Dear Mrs. Padalecki,

We have completed our review of the Contractors' bid proposals for the subject project. A total of two proposals were received – Oldcastle SW Group, Inc. dba United Companies and Kilgore Companies, LLC dba Elam Construction.

Per Section 30-04 of the General Provisions, *“proposal guaranties of the two lowest bidders will be retained by the Owner until such time as an award is made”*. The two lowest bidders are Oldcastle SW Group, Inc. dba United Companies and Kilgore Companies, LLC dba Elam Construction.

In accordance with Division I, paragraph 15 of the specifications, *“Basis of award shall be the lowest responsive bid for the considered schedules that is within available project funding. The order in which the schedules shall be considered for award is as follows: Schedule 3-NTP 2026 OR Schedule 3-NTP 2026 + Schedule 4/6-NTP 2026 + Schedule 5/7-NTP 2027.”* The following is a table summarizing the bid results:

Schedule	Bidder		Engineer's Estimate
	Oldcastle SW Group, Inc. dba United Companies 2273 River Road Grand Junction, CO 81505 970-243-4900	Kilgore Companies, LLC dba Elam Construction 556 Struthers Avenue Grand Junction, CO 81501 970-201-4857	
Schedule 3	\$27,924,439.70	\$35,851,449.70	\$30,694,574.00
Schedule 4	\$18,921,086.20	\$30,409,869.40	\$19,316,601.00
Schedule 5	\$16,593,879.70	\$30,048,110.60	\$18,095,563.00
Schedule 6	\$3,818,590.00	\$4,011,070.00	\$3,925,000.00
Schedule 7	\$85,830.00	\$90,240.00	\$110,000.00
Total	\$67,343,825.60	\$100,410,739.70	\$72,141,738.00

After examining the two proposals, Oldcastle SW Group, Inc. dba United Companies was determined to be the lower bidder. The low bid for Schedule 3/4/5/6/7 was found to be approximately 7 percent below the Engineer's Opinion of Probable Construction Cost. Out of the two bids received for all schedules, the

average was within 16 percent of the engineer’s estimate, with the second bidder approximately 39 percent above the engineer’s estimate. Based on this price analysis, it is our opinion that the apparent low bid is fair and reasonable for the scope of the proposed work.

The bid proposals were further examined for adherence to the requirements listed in the Instructions to Bidders. Bidders were required to submit forms, executed in full, as identified on the Bidder’s checklist. All contractors were researched on the System for Award Management and no exclusions were identified. The following is a table summarizing the required forms:

Bidder	Contract Proposal	Bid Schedule	Bid Net Direct Plan holder	Addendum #1	Addendum #2	Addendum #3	Addendum #4	Bidder Debarment Certification	Lower Tier Contractors Cert.	Lobbying Certification	Domestic Preference Cert.	Non-Trafficking Certification	Tax Delinquency / Felon Conv.	Bidders Pre-Qualification	Financial Resp/CDOT Prequal	Applicants Surety Letter	Certificate of Good Standing	Buy American Certification	Bid Guarantee
Oldcastle SW Group, Inc. dba United Companies	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Kilgore Companies, LLC dba Elam Construction	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

During review of the bidding documents, minor irregularities were found in both Oldcastle SW Group, Inc. dba United Companies and Kilgore Companies, LLC dba Elam Construction proposal documents. Following Division I, paragraph 8 of the specifications, *“If the Owner determines that the bid submitted contains a minor informality or irregularity, then the Owner shall give the bidder an opportunity to cure any deficiency resulting from a minor informality or irregularity in a bid”*.

Oldcastle SW Group, Inc. dba United Companies proposal included numerical errors within the bid schedule and clarifications were requested. Items requested for clarification included:

Bid Schedule contained three areas with incorrect cost totals. However, the amount initially provided for the total contract remained accurate. United Companies confirmed the unit price corrections without change to the total bid.

After examining the two proposals, Oldcastle SW Group, Inc. dba United Companies, was determined to be the lowest responsive bidder. Therefore, we recommend the work be awarded to Oldcastle SW Group, Inc. dba United Companies for Schedule 3 – NTP 2026, Schedule 4/6 – NTP 2026, and Schedule 5/7 – NTP 2027, in the amount of \$67,343,825.60, contingent on the availability of federal funds as listed in the

Angela Padalecki

March 27, 2026

Page 3

bidding documents. Per Section 30-03 of the General Provisions, the Owner reserves the right to cancel the award without liability to the bidder, except return of proposal guaranty, at any time before a contract has been fully executed by all parties.

If you have any questions or require additional information, please contact me at 303-704-0726 or jen.boehm@meadhunt.com.

Sincerely,

MEAD & HUNT, Inc.

A handwritten signature in black ink, appearing to read "J. Boehm", with a long horizontal flourish extending to the right.

Jennifer Boehm, PE
Design Manager

Attachments: Bid Tabulation
Lowest Responsive Bidder Bid Proposal (Oldcastle SW Group, Inc. dba United Companies)

cc: Colin Bible, Program Manager
Todd Minnich, FAA
Sarah Menge, Grand Junction Regional Airport
Jeremy Lee, Mead & Hunt
Austin Rankin, Mead & Hunt

NOTICE OF AWARD

TO: Oldcastle SW Group, Inc. dba United Companies DATE: _____

2273 River Road

Grand Junction, CO 81505

Grand Junction Regional Airport, having considered the Contract Proposals submitted for improvements to the Grand Junction Regional Airport, AIP Project No.3-08-0027-089-2025, and it appearing that your Contract Proposal of Sixty-Seven Million, Three Hundred Forty-Three Thousand, Eight Hundred Twenty-Five Dollars and Sixty Cents (\$67,343,825.60) for FY 2026 Runway Transition/Taxiway Conversion: Schedules 3/4/5/6/7, Schedule 3-NTP 2026, Schedule 4/6-NTP 2026, Schedule 5/7-NTP 2027 is fair, equitable and in the best interest of the Grand Junction Regional Airport and having authorized the work to be performed, the said Contract Proposal is hereby accepted at the bid prices contained therein.

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

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

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

Grand Junction Regional Airport

Grand Junction, Colorado

By: _____

Contract Authorized Representative

Name and Title

Date

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DIVISION 3

CONTRACT AGREEMENT

Grand Junction Regional Airport

Grand Junction, Colorado

AIP PROJECT NO. 3-08-0027-089-2025

THIS AGREEMENT, made and entered into this _____ day of _____, 20_____, by and between Grand Junction Regional Airport, Party of the First Part, hereinafter referred to as the “Owner”, and Oldcastle SW Group, Inc. dba United Companies, Party of the Second Part, hereinafter referred to as the “Contractor,” for the construction of airport improvement including FY 2026 Runway Transition/Taxiway Conversion: Schedules 3/4/5/6/7, Schedule 3-NTP 2026, Schedule 4/6-NTP 2026, Schedule 5/7-NTP 2027 and other incidental work at the Grand Junction Regional Airport.

WITNESSETH:

WORK TO BE PERFORMED. The Contractor agrees to do all the work and furnish all necessary labor, materials, tools and equipment for the completion of the FY 2026 Runway Transition/Taxiway Conversion: Schedules 3/4/5/6/7, Schedule 3-NTP 2026, Schedule 4/6-NTP 2026, Schedule 5/7-NTP 2027 in accordance with the bid made by the Contractor on the 12th day of March 2026, all in full compliance with the Contract Documents referred to herein, and guarantees all materials and workmanship for one year after acceptance of the project.

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

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

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

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

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

TIME OF PERFORMANCE – LIQUIDATED DAMAGES. The Contractor shall commence work under this Contract within ten (10) calendar days after receiving notification to proceed from the Airport. Notice to proceed is anticipated to be issued in August 2026 for Schedule 3, October 2026 for Schedules 4/6 and October 2027 for schedules 5/7. Work is anticipated to be complete by December 2028. If the Contractor fails to complete the Project within the time hereinbefore mentioned, or in the extended time agreed upon, liquidated damages shall be paid by the contractor in the amounts shown in the table below for that time which exceeds the number of Calendar days allowed in this paragraph. This will be tailored for each project. Liquidated damages will be deducted directly from contractor pay applications. Further, each schedule of work and phase under the project has additional liquidated damage clauses, as outlined in Section 80-08 Failure to Complete on Time.

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

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

The total estimated cost for AIP project #3-08-0027-089-2025 thereof to be Sixty-Seven Million, Three Hundred Forty-Three Thousand, Eight Hundred Twenty-Five Dollars and Sixty Cents (\$67,343,825.60).

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

CONTRACTOR, Party of the Second Part

OWNER, Party of the First Part

Oldcastle SW Group, Inc. dba United Companies

Grand Junction Regional Airport

By: _____

By: _____

(Office or Position of Signer)

(Office or Position of Signer)

(SEAL)

(SEAL)

ATTEST: _____

ATTEST: _____

(Office or Position of Signer)

(Office or Position of Signer)

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PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS: That Oldcastle SW Group, Inc. dba United Companies, as Principal, hereinafter called Contractor, and _____ as Surety, licensed to do business as such in the State of Colorado, hereby bind themselves and their respective heirs, executors, administrators, successors, and assigns, unto Grand Junction Regional Airport, Grand Junction, Colorado, as Obligee, and hereinafter called Owner, in the penal sum of Sixty-Seven Million, Three Hundred Forty-Three Thousand, Eight Hundred Twenty-Five Dollars and Sixty Cents (\$67,343,825.60) for the payment whereof Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS,

Contractor has by written agreement, entered into a contract with Grand Junction Regional Airport for FY 2026 Runway Transition/Taxiway Conversion: Schedules 3/4/5/6/7, Schedule 3-NTP 2026, Schedule 4/6-NTP 2026, Schedule 5/7-NTP 2027, which contract, including any present or future amendment thereto, is incorporated herein by reference and is hereinafter referred to as the Contract.

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

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

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

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

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

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

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

SIGNATURE OF PRINCIPAL (as applicable)

A. Individual, partnership or joint venture

(Signature of sole proprietor or general partner)

B. Corporation

Name of Corporate Principal

Attest: _____
Secretary (affix seal)

By _____

SIGNATURE OF SURETY

Name and address of Corporate Surety

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

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS, That Oldcastle SW Group, Inc. dba United Companies as Surety, licensed to do business as such in the State of Colorado, hereby bind themselves and their respective heirs, executors, administrators, successors, and assigns, unto Grand Junction Regional Airport, Grand Junction, Colorado, as Obligee, hereinafter called Owner, in the penal sum of Sixty-Seven Million, Three Hundred Forty-Three Thousand, Eight Hundred Twenty-Five Dollars and Sixty Cents (\$67,343,825.60) for the payment whereof Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, by these presents.

WHEREAS,

Contractor has by written agreement, entered into a contract with Grand Junction Regional Airport for FY 2026 Runway Transition/Taxiway Conversion: Schedules 3/4/5/6/7, Schedule 3-NTP 2026, Schedule 4/6-NTP 2026, Schedule 5/7-NTP 2027, which contract, including any present or future amendment thereto, is incorporated herein by reference and is hereinafter referred to as the Contract.

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

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

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

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

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

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

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

SIGNATURE OF PRINCIPAL (as applicable)

A. Individual, partnership or joint venture

(Signature of sole proprietor or general partner)

B. Corporation

Name of Corporate Principal

Attest: _____
Secretary (affix seal)

By _____

SIGNATURE OF SURETY

Name and address of Corporate Surety

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

Grand Junction Regional Airport Authority
Agenda Item Summary

TOPIC:	Resolution 2026-005: CDOT Aeronautical Board Grant Funding		
PURPOSE:	Information <input type="checkbox"/>	Guidance <input type="checkbox"/>	Decision <input checked="" type="checkbox"/>
RECOMMENDATION:	Adopt Resolution 2026-005 authorizing the Authority to request grant assistance from the Colorado Aeronautical Board and the Division of Aeronautics in the amount of \$324,842.00 in conjunction with approved federal project applications and authorize the Chief Executive Officer to sign Grant 26-GJT-01.		
SUMMARY:	<p>The State of Colorado has announced the award to GJRAA of a state aviation grant in the amount of \$324,842.00 in matching funds associated with project applications submitted to the FAA for 2026 grants.</p> <p>The projects include matching funds of \$74,842 towards the “Terminal Amenities Project” to construct a nursing mother’s room, pet relief area, and improve vertical transportation which requires a local match of \$74,843 and has a current total project estimate of \$2.99M which is anticipated to be funded with Airport Improvement Grant (AIG formerly BIL) funds.</p> <p>The grant also includes a grant of up to the lesser of \$250,0000 or 2.5% of the project cost on the next phase of the runway replacement program. This agreement is related to the AIP project, however, it does not require co-sponsorship agreements or separate approvals from the City and County since this agreement is only between the Airport and CDOT.</p>		
REVIEWED BY:	Chief Executive Officer & Legal Counsel		
FISCAL IMPACT:	Total CDOT Funding of - \$324,842.00		
ATTACHMENTS:	<ol style="list-style-type: none">1. Resolution 2026-0052. CDAG #:26-GJT-01		
STAFF CONTACT:	Sarah Menge smenge@gjairport.com (970) 248-8584		

EXHIBIT B, RESOLUTION

RESOLUTION

WHEREAS:

The General Assembly of the State of Colorado declared in Title 43 of the Colorado Revised Statutes, Article 10, 1991 in CRS §43-10-101 (the Act) "... that there exists a need to promote the safe operations and accessibility of general aviation in this state; that improvements to general aviation transportation facilities will promote diversified economic development across the state; and that accessibility to airport facilities for residents of this state is crucial in the event of a medical or other type of emergency..."

The Act created the Colorado Aeronautical Board ("the Board") to establish policy and procedures for distribution of monies in the Aviation Fund and created the Division of Aeronautics ("the Division") to carry out the directives of the Board, including technical and planning assistance to airports and the administration of the state aviation system grant program. SEE CRS §43-10-103 and C.R.S. §43-10-105 and CRS §43-10-108.5 of the Act.

Any eligible entity operating a public-accessible airport in the state may file an application for and be recipient of a grant to be used solely for aviation purposes. The Division is authorized to assist such airports as request assistance by means of a Resolution passed by the applicant's duly-authorized governing body, which understands that all funds shall be used exclusively for aviation purposes and that it will comply with all grant procedures, grant assurances and requirements as defined in the Division's Programs and Procedures Manual, ("the Manual") and the Airport Sponsor Assurances for Colorado Discretionary Aviation Grant Funding ("Grant Assurances") attached hereto as Exhibit C.

NOW, THEREFORE, BE IT RESOLVED THAT:

The **Grand Junction Regional Airport Authority**, as a duly authorized governing body of the grant applicant, hereby formally requests assistance from the Colorado Aeronautical Board and the Division of Aeronautics in the form of a state aviation system grant. The **Grand Junction Regional Airport Authority** states that such grant shall be used solely for aviation purposes, as determined by the State, and as generally described in the Application.

By signing this Grant Agreement, the applicant commits to keep open and accessible for public use all grant funded facilities, improvements and services for their useful life, as determined by the Division and stated in the Grant Agreement and Grant Assurances as shown in Exhibit C, Table 1.

FURTHER BE IT RESOLVED:

That the **Grand Junction Regional Airport Authority** hereby designates Angela Padalecki as the Project Director, as described in the Manual and authorizes the Project Director to act in all matters relating to the work project proposed in the Application in its behalf, including executions of the Grant Agreement and any amendments.

FURTHER:

The **Grand Junction Regional Airport Authority** has appropriated or will otherwise make available in a timely manner all funds, if any, that are required to be provided by the Applicant under the terms and conditions of the Grant Agreement.

FINALLY:

The **Grand Junction Regional Airport Authority** hereby accepts all guidelines, procedures, standards, and requirements described in the Manual as applicable to the performance of the grant work and hereby approves the Grant Agreement submitted by the State, including all terms and conditions contained therein.

By: Linde Marshall, Board Chair
Grand Junction Regional Airport Authority

Date: _____

ATTEST (if needed)

n/a

**Grant Award Letter
Intergovernmental Grant Agreement**

Cover Page

State Agency

Colorado Department of Transportation,
Colorado Aeronautical Board, Division of
Aeronautics

Grant Issuance Date

The Effective Date

Grant Expiration Date

June 30, 2029

Grantee

Grand Junction Regional Airport Authority

Grant Amount

State Funds: \$324,842.00

Local Match Amount: \$1,924,843.00

Agreement Authority

Authority to enter into this Agreement exists in CRS §43-10-108.5 and funds have been budgeted, appropriated and otherwise made available pursuant to CRS §§39-27-112(2)(b), 43-10-109, 43-10-102 and a sufficient unencumbered balance thereof remains available for payment. Required approvals, clearance, and coordination have been accomplished from and with appropriate agencies.

Grant Purpose

1. Participate in Federally Funded Terminal Expansion Phase 1A - BIL
2. Participate in Federally Funded Runway 11/29 Replacement Program

Exhibits and Order of Precedence

The following Exhibits and attachments are included with this Agreement:

1. Exhibit A, Discretionary Aviation Grant Application/Statement of Work
2. Exhibit B, Resolution
3. Exhibit C, Grant Assurances

4. Exhibit D, Sample Option Letter

In the event of a conflict of inconsistency between this Agreement and any Exhibit or attachment, such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:

1. Colorado Special Provisions in §19 of the main body of the Grant Award Letter
2. The provisions of the other sections of the main body of the Grant Award Letter
3. Exhibit A, Discretionary Aviation Grant Application/Statement of Work
4. Exhibit B, Resolution
5. Exhibit C, Grant Assurances
6. Executed Option Letters, if any

Principal Representatives

For the State:

Scott Storie, Aviation Planner
CDOT - Division of Aeronautics
5126 Front Range Parkway
Watkins, CO 80137
scott.storie@state.co.us
(303) 512-5251

For Grantee:

Angela Padalecki
Grand Junction Regional Airport
2828 Walker Field Drive, Suite 301
Grand Junction, CO 81506
apadalecki@gjairport.com
(970) 852-1247

For DocuSign Approval
Pending CAB Action 4/15/26

Signature Page

The Signatories Listed Below Authorize this Grant

GRANTEE

Grand Junction Regional Airport Authority

STATE OF COLORADO

Jared S. Polis, Governor
Department of Transportation
Division of Aeronautics

By: Angela Padalecki, CEO

Date: _____

By: David R. Ulane, Director

Date: _____

In accordance with §24-30-202, C.R.S., this Agreement is not valid until signed and dated below by the State Controller or an authorized delegate.

STATE CONTROLLER

Robert Jaros, CPA, MBA, JD

By: Department of Transportation

Effective Date: _____

For DocuSign Approval
Pending CAB Action 4/15/26

1. GRANT

As of the Grant Issuance Date, the State Agency shown on the first page of this Grant Award Letter (the "State") hereby obligates and awards to Grantee shown on the first page of this Grant Award Letter (the "Grantee") an award of Grant Funds in the amounts shown on the first page of this Grant Award Letter. By accepting the Grant Funds provided under this Grant Award Letter, Grantee agrees to comply with the terms and conditions of this Grant Award Letter and requirements and provisions of all Exhibits to this Grant Award Letter.

2. TERM

A. Initial Grant Term and Extension

The Parties' respective performances under this Grant Award Letter shall commence on the Grant Issuance Date and shall terminate on the Grant Expiration Date unless sooner terminated or further extended in accordance with the terms of this Grant Award Letter. Upon request of Grantee, the State may, in its sole discretion, extend the term of this Grant Award Letter by providing written notice to the Grantee in a form substantially equivalent to Exhibit D.

B. Early Termination in the Public Interest

The State is entering into this Grant Award Letter to serve the public interest of the State of Colorado as determined by its Governor, General Assembly, the Colorado Aeronautical Board, or Courts. If this Grant Award Letter ceases to further the public interest of the State or if State, Federal or other funds used for this Grant Award Letter are not appropriated, or otherwise become unavailable to fund this Grant Award Letter, the State, in its discretion, may terminate this Grant Award Letter in whole or in part by providing written notice to Grantee that includes, to the extent practicable, the public interest justification for the termination. If the State terminates this Grant Award Letter in the public interest, the State shall pay Grantee an amount equal to the percentage of the total reimbursement payable under this Grant Award Letter that corresponds to the percentage of Work satisfactorily completed, as determined by the State, less payments previously made. Additionally, the State, in its discretion, may reimburse Grantee for a portion of actual, out-of-pocket expenses not otherwise reimbursed under this Grant Award Letter that are incurred by Grantee and are directly attributable to the uncompleted portion of Grantee's obligations, provided that the sum of any and all reimbursements shall not exceed the maximum amount payable to Grantee hereunder. This subsection shall not apply to a termination of this Grant Award Letter by the State for breach by Grantee.

C. Extension Terms - State's Option

The State, at its discretion, shall have the option to extend the performance under this Grant Award Letter beyond the Initial Term for a period, or for successive periods, of one year or less at the same rates and under the same terms specified in the Grant Award Letter (each such period an "Extension Term"). In order to exercise this option, the State shall provide written notice to Grantee in a form

substantially equivalent to Exhibit D, Sample Option Letter, attached to this Grant Award Letter.

3. PURPOSE

The General Assembly of the State of Colorado declared in Title 43 of the Colorado Revised Statutes, Article 10, 1991 in CRS §43-10-101 (the Act) "... that there exists a need to promote the safe operations and accessibility of general aviation in this state; that improvements to general aviation transportation facilities will promote diversified economic development across the state; and that accessibility to airport facilities for residents of this state is crucial in the event of a medical or other type of emergency..."

The Act created the Colorado Aeronautical Board ("the Board") to establish policy and procedures for distribution of monies in the Aviation Fund and created the Division of Aeronautics ("the Division") to carry out the directives of the Board, including technical and planning assistance to airports and the administration of the state aviation system grant program. SEE CRS §43-10-103 and C.R.S. §43-10-105 and CRS §43-10-108.5 of the Act.

Any entity operating a public-accessible airport in the state may file an application for and be recipient of a grant to be used solely for aviation purposes. The Division is authorized to assist such airports as request assistance by means of a Resolution passed by the applicant's duly-authorized governing body, which understands that all funds shall be used exclusively for aviation purposes and that it will comply with all grant procedures, grant assurances and requirements as defined in the Division's Programs and Procedures Manual, ("the Manual") and the Airport Sponsor Assurances for Colorado Discretionary Aviation Grant Funding attached hereto as Exhibit C.

4. DEFINITIONS

The following terms shall be construed and interpreted as follows:

- A. "**Breach of Agreement**" means the failure of a Party to perform any of its obligations in accordance with this Grant Award Letter, in whole or in part or in a timely or satisfactory manner. The institution of proceedings under any bankruptcy, insolvency, reorganization or similar law, by or against Grantee, or the appointment of a receiver or similar officer for Grantee or any of its property, which is not vacated or fully stayed within 30 days after the institution of such proceeding, shall also constitute a breach. If Grantee is debarred or suspended under §24-109-105, C.R.S. at any time during the term of this Grant Award Letter, then such debarment or suspension shall constitute a breach.
- B. "**Budget**" means the budget for the Work described in Exhibit A.
- C. "**Business Day**" means any day in which the State is open and conducting business, but shall not include Saturday, Sunday or any day on which the State observes one of the holidays listed in §24-11-101(1) C.R.S.
- D. "**CJI**" means criminal justice information collected by criminal justice agencies needed for the performance of their authorized functions, including, without limitation, all information defined as criminal justice information by the U.S. Department of Justice, Federal Bureau of Investigation, Criminal Justice

Information Services Security Policy, as amended and all Criminal Justice Records as defined under §24-72-302 C.R.S.

- E. **“CORA”** means the Colorado Open Records Act, §§24-72-200.1 *et. seq.*, C.R.S.
- F. **“Exhibits”** means the exhibits and attachments included with this Grant Award Letter as shown on the first page of this Grant Award Letter
- G. **“Extension Term”** means the period of time by which the Grant Expiration Date is extended by the State through delivery of notice as described in §2.A of this Grant Award Letter.
- H. **“Federal Award”** means an award of Federal financial assistance or a cost-reimbursement agreement under the Federal Acquisition Regulations by a Federal Awarding Agency to the Recipient. “Federal Award” also means an agreement setting forth the terms and conditions of the Federal Award. The term does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program .
- I. **“Federal Awarding Agency”** means a federal agency providing a Federal Award to a Recipient. The Federal Aviation Administration is the Federal Awarding Agency for the Federal Award which is the subject of this Grant.
- J. **“Goods”** means any movable material acquired, produced, or delivered by Grantee as set forth in this Grant Award Letter and shall include any movable material acquired, produced, or delivered by Grantee in connection with the Services.
- K. **“Grant Award Letter”** means this letter which offers Grant Funds to Grantee, including all attached Exhibits, all documents incorporated by reference, all referenced statutes, rules and cited authorities, and any future updates thereto.
- L. **“Grant Funds”** means the funds that have been appropriated, designated, encumbered, or otherwise made available for payment by the State under this Grant Award Letter.
- M. **“Grant Expiration Date”** means the Grant Expiration Date shown on the first page of this Grant Award Letter.
- N. **“Grant Issuance Date”** means the Grant Issuance Date shown on the first page of this Grant Award Letter.
- O. **“Incident”** means any accidental or deliberate event that results in or constitutes an imminent threat of the unauthorized access or disclosure of State Confidential Information or of the unauthorized modification, disruption, or destruction of any State Records.
- P. **“Initial Term”** means the time period between the Grant Issuance Date and the Grant Expiration Date.
- Q. **“Manual”** means the Programs and Procedures Manual as approved by the Colorado Aeronautical board that is available on the Colorado Division of Aeronautics’ website.
- R. **“Matching Funds”** means the funds provided by Grantee as a match required to receive the Grant Funds.

- S. **“Party”** means the State or Grantee, and **“Parties”** means both the State and Grantee.
- T. **“PII”** means personally identifiable information including, without limitation, any information maintained by the State about an individual that can be used to distinguish or trace an individual’s identity, such as name, social security number, date and place of birth, mother’s maiden name, or biometric records; and any other information that is linked or linkable to an individual, such as medical, educational, financial, and employment information. PII includes, but is not limited to, all information defined as personally identifiable information in §§24-72-501 and 24-73-101 C.R.S.
- U. **“Services”** means the services to be performed by Grantee as set forth in this Grant Award Letter, and shall include any services to be rendered by Grantee in connection with the Goods.
- V. **“State Confidential Information”** means any and all State Records not subject to disclosure under CORA. State Confidential Information shall include, but is not limited to, PII, CJI, and State personnel records not subject to disclosure under CORA. State Confidential Information shall not include information or data concerning individuals that is not deemed confidential but nevertheless belongs to the State, which has been communicated, furnished, or disclosed by the State to Grantee which (i) is subject to disclosure pursuant to CORA; (ii) is already known to Grantee without restrictions at the time of its disclosure to Grantee; (iii) is or subsequently becomes publicly available without breach of any obligation owed by Grantee to the State; (iv) is disclosed to Grantee, without confidentiality obligations, by a third party who has the right to disclose such information; or (v) was independently developed without reliance on any State Confidential Information.
- W. **“State Fiscal Rules”** means the fiscal rules promulgated by the Colorado State Controller pursuant to §24-30-202(13)(a) C.R.S.
- X. **“State Fiscal Year”** means a 12 month period beginning on July 1 of each calendar year and ending on June 30 of the following calendar year. If a single calendar year follows the term, then it means the State Fiscal Year ending in that calendar year.
- Y. **“State Records”** means any and all State data, information, and records, regardless of physical form, including, but not limited to, information subject to disclosure under CORA.
- Z. **“Subcontractor”** means third-parties, if any, engaged by Grantee to aid in performance of the Work. **“Subcontractor”** also includes sub-grantees.
- AA. **“Work”** means the delivery of the Goods and performance of the Services described in this Grant Award Letter.
- BB. **“Work Product”** means the tangible and intangible results of the Work, whether finished or unfinished, including drafts. Work Product includes, but is not limited to, documents, text, software (including source code), research, reports, proposals, specifications, plans, notes, studies, data, images, photographs, negatives, pictures, drawings, designs, models, surveys, maps, materials, ideas,

concepts, know-how, and any other results of the Work. "Work Product" does not include any material that was developed prior to the Grant Issuance Date that is used, without modification, in the performance of the Work.

Any other term used in this Grant Award Letter that is defined in an Exhibit shall be construed and interpreted as defined in that Exhibit.

5. STATEMENT OF WORK

Grantee shall complete the Work as described in this Grant Award Letter and in accordance with the provisions of Exhibit A. The State shall have no liability to compensate or reimburse Grantee for the delivery of any goods or the performance of any services that are not specifically set forth in this Grant Award Letter.

6. PAYMENTS TO GRANTEE

A. Maximum Amount

Payments to Grantee are limited to the unpaid, obligated balance of the Grant Funds. Financial obligations of the State payable after the current State Fiscal Year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available. The State shall not be liable to pay or reimburse Grantee for any Work performed or expense incurred before the Grant Issuance Date or after the Grant Expiration Date; provided, however, that Work performed and expenses incurred by Grantee before the Grant Issuance Date that are chargeable to an active Federal Award may be submitted for reimbursement as permitted by the terms of the Federal Award.

B. Increase or Decrease Quantities and Total Price - State's Option

The State, at its discretion, shall have the option to increase or decrease the quantity of goods/services described in Exhibit A at the same rates and under the same terms specified in this Grant Award Letter. In order to exercise this option, the State shall provide written notice to Contractor in in form substantially equivalent to Exhibit D prior to the end of the current Grant Award Letter term. Delivery of Goods and performance of Services shall continue at the same rates and terms as described in this Grant Award Letter.

C. Matching Funds.

Grantee shall provide the Local Match Amount shown on the first page of this Grant Award Letter and described in Exhibit A (the "Local Match Amount"). Grantee shall appropriate and allocate all Local Match Amounts to the purpose of this Grant Award Letter each fiscal year prior to accepting any Grant Funds for that fiscal year. Grantee does not by accepting this Grant Award Letter irrevocably pledge present cash reserves for payments in future fiscal years, and this Grant Award Letter is not intended to create a multiple-fiscal year debt of Grantee. Grantee shall not pay or be liable for any claimed interest, late charges, fees, taxes or penalties of any nature, except as required by Grantee's laws or policies.

D. Reimbursement of Grantee Costs

The State shall reimburse Grantee's allowable costs, not exceeding the maximum total amount described in this Grant Award Letter for all allowable costs described

in this Grant Award Letter and shown in the Budget, except that Grantee may adjust the amounts between each line item of the Budget without formal modification to this Agreement as long as the Grantee provides notice to the State of the change, the change does not modify the total maximum amount of this Grant Award Letter or the maximum amount for any state fiscal year, and the change does not modify any requirements of the Work.

E. Close-Out.

Grantee shall close out this Grant within 45 days after the Grant Expiration Date. To complete close out, Grantee shall submit to the State all deliverables (including documentation) as defined in this Grant Award Letter and Grantee's final reimbursement request or invoice.

7. REPORTING - NOTIFICATION

A. Performance and Final Status

Grantee shall submit all financial, performance and other reports to the State no later than the end of the close out described in §6.E, containing an evaluation and review of Grantee's performance and the final status of Grantee's obligations hereunder.

B. Violations Reporting

Grantee shall disclose, in a timely manner, in writing to the State and the Federal Awarding Agency, all violations of federal or State criminal law involving fraud, bribery, or gratuity violations potentially affecting the Federal Award. The State or the Federal Awarding Agency may impose any penalties for noncompliance allowed under 2 CFR Part 180 and 31 U.S.C. 3321, which may include, without limitation, suspension or debarment.

8. GRANTEE RECORDS

A. Maintenance and Inspection

Grantee shall make, keep, and maintain, all records, documents, communications, notes and other written materials, electronic media files, and communications, pertaining in any manner to this Grant Award Letter for a period of three years following the completion of the close out of this Grant Award Letter. Grantee shall permit the State to audit, inspect, examine, excerpt, copy and transcribe all such records during normal business hours at Grantee's office or place of business, unless the State determines that an audit or inspection is required without notice at a different time to protect the interests of the State.

B. Monitoring

The State will monitor Grantee's performance of its obligations under this Grant Award Letter using procedures as determined by the State. The State shall have the right, in its sole discretion, to change its monitoring procedures and requirements at any time during the term of this Agreement. The State shall monitor Grantee's performance in a manner that does not unduly interfere with Grantee's performance of the Work.

C. Final Audit Report

Grantee shall promptly submit upon request to the State a copy of any final audit report of an audit performed on Grantee's records that relates to or affects this Grant Award Letter or the Work, whether the audit is conducted by Grantee or a third party.

9. CONFIDENTIAL INFORMATION-STATE RECORDS

A. Confidentiality

Grantee shall hold and maintain, and cause all Subcontractors to hold and maintain, any and all State Records that the State provides or makes available to Grantee for the sole and exclusive benefit of the State, unless those State Records are otherwise publicly available at the time of disclosure or are subject to disclosure by Grantee under CORA. Grantee shall not, without prior written approval of the State, use for Grantee's own benefit, publish, copy, or otherwise disclose to any third party, or permit the use by any third party for its benefit or to the detriment of the State, any State Records, except as otherwise stated in this Grant Award Letter. Grantee shall provide for the security of all State Confidential Information in accordance with all policies promulgated by the Colorado Office of Information Security and all applicable laws, rules, policies, publications, and guidelines. Grantee shall immediately forward any request or demand for State Records to the State's principal representative.

B. Other Entity Access and Nondisclosure Agreements

Grantee may provide State Records to its agents, employees, assigns and Subcontractors as necessary to perform the Work, but shall restrict access to State Confidential Information to those agents, employees, assigns and Subcontractors who require access to perform their obligations under this Grant Award Letter. Grantee shall ensure all such agents, employees, assigns, and Subcontractors sign nondisclosure agreements with provisions at least as protective as those in this Grant Award Letter, and that the nondisclosure agreements are in force at all times the agent, employee, assign or Subcontractor has access to any State Confidential Information. Grantee shall provide copies of those signed nondisclosure restrictions to the State upon request.

C. Use, Security, and Retention

Grantee shall use, hold and maintain State Confidential Information in compliance with any and all applicable laws and regulations in facilities located within the United States, and shall maintain a secure environment that ensures confidentiality of all State Confidential Information wherever located. Grantee shall provide the State with access, subject to Grantee's reasonable security requirements, for purposes of inspecting and monitoring access and use of State Confidential Information and evaluating security control effectiveness. Upon the expiration or termination of this Grant Award Letter, Grantee shall return State Records provided to Grantee or destroy such State Records and certify to the State that it has done so, as directed by the State. If Grantee is prevented by law or regulation from returning or destroying State Confidential Information, Grantee warrants it will guarantee the confidentiality of, and cease to use, such State Confidential Information.

D. Incident Notice and Remediation

If Grantee becomes aware of any Incident, it shall notify the State immediately and cooperate with the State regarding recovery, remediation, and the necessity to involve law enforcement, as determined by the State. After an Incident, Grantee shall take steps to reduce the risk of incurring a similar type of Incident in the future as directed by the State, which may include, but is not limited to, developing and implementing a remediation plan that is approved by the State at no additional cost to the State.

E. Safeguarding PII

If Grantee or any of its Subcontractors will or may receive PII under this Grant Award Letter, Grantee shall provide for the security of such PII, in a manner and form acceptable to the State, including, without limitation, State non-disclosure requirements, use of appropriate technology, security practices, computer access security, data access security, data storage encryption, data transmission encryption, security inspections, and audits. Grantee shall be a "Third-Party Service Provider" as defined in §24-73-103(1)(i), C.R.S. and shall maintain security procedures and practices consistent with §§24-73-101 *et seq.*, C.R.S.

10. CONFLICTS OF INTEREST

Grantee shall not engage in any business or activities, or maintain any relationships that conflict in any way with the full performance of the obligations of Grantee under this Grant. Grantee acknowledges that, with respect to this Grant Award Letter, even the appearance of a conflict of interest shall be harmful to the State's interests and absent the State's prior written approval, Grantee shall refrain from any practices, activities or relationships that reasonably appear to be in conflict with the full performance of Grantee's obligations under this Grant Award Letter. If a conflict or the appearance of a conflict arises, or if Grantee is uncertain whether a conflict or the appearance of a conflict has arisen, Grantee shall submit to the State a disclosure statement setting forth the relevant details for the State's consideration.

11. INSURANCE

Grantee shall maintain at all times during the term of this Grant Award Letter such liability insurance, by commercial policy or self-insurance, as is necessary to meet its liabilities under the Colorado Governmental Immunity Act, §24-10-101, *et seq.*, C.R.S. (the "GIA"). Grantee shall ensure that any Subcontractors maintain all insurance customary for the completion of the Work done by that Subcontractor and as required by the State or the GIA.

12. BREACH OF AGREEMENT

In the event of a Breach of Agreement, the aggrieved Party shall give written notice of Breach of Agreement to the other Party. If the notified Party does not cure the breach, at its sole expense, within 30 days after the delivery of written notice, the Party may exercise any of the remedies as described in §13 for that Party. Notwithstanding any provision of this Grant Award Letter to the contrary, the State, in its discretion, need not provide notice or a cure period and may immediately terminate this Grant Award Letter in whole or in part or institute any other remedy in

this Grant Award Letter in order to protect the public interest of the state; or if Grantee is debarred or suspended under §24-109-105, C.R.S., the State, in its discretion, need not provide notice or cure period and may terminate this Grant Award Letter in whole or in part or institute any other remedy in this Grant Award Letter as of the date that the debarment or suspension takes effect.

13. REMEDIES

In addition to any remedies available under any exhibit to this Grant Award Letter, if Grantee fails to comply with any term or condition of this Grant Award Letter, the State may terminate some or all of this Grant and require Grantee to repay any or all Grant Funds to the State in the State's sole discretion. The State may also terminate this Grant Award Letter at any time if the State has determined, in its sole discretion, that Grantee has ceased performing the Work without intent to resume performance, prior to the completion of the Work.

14. DISPUTE RESOLUTION

Except as herein specifically provided otherwise or as, disputes concerning the performance of this Grant Award Letter that cannot be resolved by the designated Party representatives shall be referred in writing to a senior departmental management staff member designated by the State and a senior manager or official designated by Grantee for resolution.

15. NOTICES AND REPRESENTATIVES

Each Party shall identify an individual to be the principal representative of the designating Party and shall provide this information to the other Party. All notices required or permitted to be given under this Grant Award Letter shall be in writing, and shall be delivered either in hard copy or by email to the representative of the other Party. Either Party may change its principal representative or principal representative contact information by notice submitted in accordance with this §15.

16. RIGHTS IN WORK PRODUCT AND OTHER INFORMATION

Grantee hereby grants to the State a perpetual, irrevocable, non-exclusive, royalty free license, with the right to sublicense, to make, use, reproduce, distribute, perform, display, create derivatives of and otherwise exploit all intellectual property created by Grantee or any Subcontractors or Subgrantees and paid for with Grant Funds provided by the State pursuant to this Grant Award Letter.

17. GOVERNMENTAL IMMUNITY

Liability for claims for injuries to persons or property arising from the negligence of the Parties, their departments, boards, commissions committees, bureaus, offices, employees and officials shall be controlled and limited by the provisions of the Colorado Governmental Immunity Act, §24-10-101, et seq., C.R.S.; the Federal Tort Claims Act, 28 U.S.C. Pt. VI, Ch. 171 and 28 U.S.C. 1346(b), and the State's risk management statutes, §§24-30-1501, et seq. C.R.S. No term or condition of this Grant Award Letter shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, contained in these statutes.

18. GENERAL PROVISIONS

A. Assignment

Grantee's rights and obligations under this Grant Award Letter are personal and may not be transferred or assigned without the prior, written consent of the State. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of Grantee's rights and obligations approved by the State shall be subject to the provisions of this Grant Award Letter.

B. Captions and References

The captions and headings in this Grant Award Letter are for convenience of reference only, and shall not be used to interpret, define, or limit its provisions. All references in this Grant Award Letter to sections (whether spelled out or using the § symbol), subsections, exhibits or other attachments, are references to sections, subsections, exhibits or other attachments contained herein or incorporated as a part hereof, unless otherwise noted.

C. Entire Understanding

This Grant Award Letter represents the complete integration of all understandings between the Parties related to the Work, and all prior representations and understandings related to the Work, oral or written, are merged into this Grant Award Letter.

D. Modification

The State may modify the terms and conditions of this Grant Award Letter by issuance of an updated Grant Award Letter, which shall be effective if Grantee accepts Grant Funds following receipt of the updated letter. The Parties may also agree to modification of the terms and conditions of the Grant Award Letter in a formal amendment to this Grant Award Letter, properly executed and approved in accordance with applicable Colorado State law and State Fiscal Rules.

E. Statutes, Regulations, Fiscal Rules, and Other Authority.

Any reference in this Grant Award Letter to a statute, regulation, State Fiscal Rule, fiscal policy or other authority shall be interpreted to refer to such authority then current, as may have been changed or amended since the Grant Issuance Date. Grantee shall strictly comply with all applicable Federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

F. Digital Signatures

If any signatory signs this Grant Award Letter using a digital signature in accordance with the Colorado State Controller Contract, Grant and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Grant Award Letter by reference.

G. Severability

The invalidity or unenforceability of any provision of this Grant Award Letter shall not affect the validity or enforceability of any other provision of this Grant Award

Letter, which shall remain in full force and effect, provided that the Parties can continue to perform their obligations under the Grant in accordance with the intent of the Grant.

H. Survival of Certain Grant Award Letter Terms

Any provision of this Grant Award Letter that imposes an obligation on a Party after termination or expiration of the Grant shall survive the termination or expiration of the Grant and shall be enforceable by the other Party.

I. Third Party Beneficiaries

Except for the Parties' respective successors and assigns described above, this Grant Award Letter does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Any services or benefits which third parties receive as a result of this Grant are incidental to the Grant, and do not create any rights for such third parties.

J. Waiver

A Party's failure or delay in exercising any right, power, or privilege under this Grant Award Letter, whether explicit or by lack of enforcement, shall not operate as a waiver, nor shall any single or partial exercise of any right, power, or privilege preclude any other or further exercise of such right, power, or privilege.

K. Accessibility

- i. Grantee shall indemnify, save, hold harmless, and assume liability on behalf of the State, its officers, employees, agents and assignees (collectively the "Indemnified Parties") for any and all costs, expenses, claims, damages, liabilities, court awards, attorney fees and related costs, and other amounts incurred by any of the Indemnified Parties in relation to Grantee's noncompliance with §§24-85-101, et seq., C.R.S., or the *Accessibility Standards for Individuals with a Disability* as established by the Office of Information Technology pursuant to Section §24-85-103, C.R.S. State employees are considered third parties for the purposes of this section.
- ii. Grantee shall comply with the *Accessibility Standards for Individuals with a Disability*, as adopted by the Office of Information Technology pursuant to §24-85-103 C.R.S.
- iii. The State may require Grantee's compliance with the *Accessibility Standards for Individuals with a Disability* adopted by the Office of Information Technology pursuant to §24-85-103 C.R.S. is determined and tested by a qualified third party selected by the State. The State may ask the Grantee to review the selection of the third party. Grantee shall be responsible for all costs associated with the third-party vendor's assessment. If Grantee is not in compliance as determined by the third-party vendor, at the State's request and at the State's direction, Grantee shall promptly take all necessary actions to come into compliance using a State-approved vendor, at no additional cost to the State.

19. COLORADO SPECIAL PROVISIONS (COLORADO FISCAL RULE 3-3)

A. Statutory Approval. §24-30-202(1) C.R.S.

This Grant Award Letter shall not be valid until it has been approved by the Colorado State Controller or designee. If this Grant Award Letter is for a Major Information Technology Project, as defined in §24-37.5-102(2.6), then this Grant Award Letter shall not be valid until it has been approved by the State's Chief Information Officer or designee.

B. Fund Availability. §24-30-202(5.5) C.R.S.

Financial obligations of the State payable after the current fiscal year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

C. Governmental Immunity.

Liability for claims for injuries to persons or property arising from the negligence of the Parties, its departments, boards, commissions committees, bureaus, offices, employees and officials shall be controlled and limited by the provisions of the Colorado Governmental Immunity Act, §24-10-101, et seq., C.R.S.; the Federal Tort Claims Act, 28 U.S.C. Pt. VI, Ch. 171 and 28 U.S.C. 1346(b), and the State's risk management statutes, §§24-30-1501, et seq. C.R.S. No term or condition of this agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, contained in these statutes.

D. Independent Contractor.

Grantee shall perform its duties hereunder as an independent contractor and not as an employee. Neither Grantee nor any agent or employee of Grantee shall be deemed to be an agent or employee of the State. Grantee shall not have authorization, express or implied, to bind the State to any agreement, liability, or understanding, except as expressly set forth herein. Grantee and its employees and agents are not entitled to unemployment insurance or workers compensation benefits through the State and the State shall not pay for or otherwise provide such coverage for Grantee or any of its agents or employees. Grantee shall pay when due all applicable employment taxes and income taxes and local head taxes incurred pursuant to this Grant Award Letter. Grantee shall (a) provide and keep in force workers' compensation and unemployment compensation insurance in the amounts required by law, (b) provide proof thereof when requested by the State, and (c) be solely responsible for its acts and those of its employees and agents.

E. Compliance with Law.

Grantee shall comply with all applicable federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

F. Choice of Law, Jurisdiction, and Venue.

Colorado law, and rules and regulations issued pursuant thereto, shall be applied in the interpretation, execution, and enforcement of this Grant Award Letter. Any

provision included or incorporated herein by reference which conflicts with said laws, rules, and regulations shall be null and void. All suits or actions related to this Grant Award Letter shall be filed and proceedings held in the State of Colorado and exclusive venue shall be in the City and County of Denver.

G. Prohibited Terms.

Any term included in this Grant Award Letter that requires the State to indemnify or hold Grantee harmless; requires the State to agree to binding arbitration; limits Grantee's liability for damages resulting from death, bodily injury, or damage to tangible property; or that conflicts with this provision in any way shall be void ab initio. Nothing in this Grant Award Letter shall be construed as a waiver of any provision of §24-106-109 C.R.S.

H. Software Piracy Prohibition.

State or other public funds payable under this Grant Award Letter shall not be used for the acquisition, operation, or maintenance of computer software in violation of federal copyright laws or applicable licensing restrictions. Grantee hereby certifies and warrants that, during the term of this Grant Award Letter and any extensions, Grantee has and shall maintain in place appropriate systems and controls to prevent such improper use of public funds. If the State determines that Grantee is in violation of this provision, the State may exercise any remedy available at law or in equity or under this Grant Award Letter, including, without limitation, immediate termination of this Grant Award Letter and any remedy consistent with federal copyright laws or applicable licensing restrictions.

I. Employee financial Interest/Conflict of Interest. §§24-18-201 and 24-50-507 C.R.S.

The signatories aver that to their knowledge, no employee of the State has any personal or beneficial interest whatsoever in the service or property described in this Grant Award Letter. Grantee has no interest and shall not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of Grantee's services and Grantee shall not employ any person having such known interests.

For Docs Only Approval 2/15/26
Pending CAB Meeting

Exhibit A, Discretionary Aviation Grant Application/Statement of Work

Colorado Division of Aeronautics

APPLICANT INFORMATION

Applicant Sponsor:

Grand Junction Regional Airport Authority

Airport:

Grand Junction Regional Airport

Identifier:

GJT

Mailing Address:

2828 Walker Field Drive, Suite 301

Grand Junction, CO 81506

Email Address:

apadalecki@gjairport.com

Phone Number:

(970) 852-1247

GRANT DETAILS

Grant Name: 26-GJT-01

Project Director: Angela Padalecki

Terms**Execution Date:**

The Effective Date

Expiration Date:

June 30, 2029

FUNDING SUMMARY

Funding Source	Funding Amount
State Aviation Grant:	\$324,842.00
Local Cash:	\$1,924,843.00
Local In-Kind:	\$0.00
Federal Aviation Grant:	\$42,744,000.00
Total Project Funding:	\$44,993,685.00

PROJECT SUMMARY & BUDGET

A: Continuation and completion of the Runway 11-29 Replacement Program. Construction of this phase of runway pavement is targeted to begin in Spring 2026

B: Terminal improvements include adding amenities in the secure area of the airport; relocating the exit doors to accommodate the new spaces in the secure area; and installing a redundant passenger elevator and escalator.

ELEMENT DESCRIPTION	STATE FUNDING	STATE %	LOCAL FUNDING	LOCAL %	FEDERAL FUNDING	FED %	TOTAL
A. Participate in Federally Funded Terminal Expansion Phase 1A - BIL	\$74,842.00	Up to 2.50	\$74,843.00	2.50	\$2,844,000.00	95.00	\$2,993,685.00
B. Participate in Federally Funded Runway 11/29 Replacement Program	\$250,000.00	Up to 2.5	\$1,850,000.00	4.40	\$39,900,000.00	95.00	\$42,000,000.00
TOTALS	\$324,842.00		\$1,924,843.00		\$42,744,000.00		\$44,993,685.00

For DocuSign Approval
 Pending CAB Action 4/15/26

EXHIBIT B, RESOLUTION

RESOLUTION

WHEREAS:

The General Assembly of the State of Colorado declared in Title 43 of the Colorado Revised Statutes, Article 10, 1991 in CRS §43-10-101 (the Act) "... that there exists a need to promote the safe operations and accessibility of general aviation in this state; that improvements to general aviation transportation facilities will promote diversified economic development across the state; and that accessibility to airport facilities for residents of this state is crucial in the event of a medical or other type of emergency..."

The Act created the Colorado Aeronautical Board ("the Board") to establish policy and procedures for distribution of monies in the Aviation Fund and created the Division of Aeronautics ("the Division") to carry out the directives of the Board, including technical and planning assistance to airports and the administration of the state aviation system grant program. SEE CRS §43-10-103 and C.R.S. §43-10-105 and CRS §43-10-108.5 of the Act.

Any eligible entity operating a public-accessible airport in the state may file an application for and be recipient of a grant to be used solely for aviation purposes. The Division is authorized to assist such airports as request assistance by means of a Resolution passed by the applicant's duly-authorized governing body, which understands that all funds shall be used exclusively for aviation purposes and that it will comply with all grant procedures, grant assurances and requirements as defined in the Division's Programs and Procedures Manual, ("the Manual") and the Airport Sponsor Assurances for Colorado Discretionary Aviation Grant Funding ("Grant Assurances") attached hereto as Exhibit C.

NOW, THEREFORE, BE IT RESOLVED THAT:

The **Grand Junction Regional Airport Authority**, as a duly authorized governing body of the grant applicant, hereby formally requests assistance from the Colorado Aeronautical Board and the Division of Aeronautics in the form of a state aviation system grant. The **Grand Junction Regional Airport Authority** states that such grant shall be used solely for aviation purposes, as determined by the State, and as generally described in the Application.

By signing this Grant Agreement, the applicant commits to keep open and accessible for public use all grant funded facilities, improvements and services for their useful life, as determined by the Division and stated in the Grant Agreement and Grant Assurances as shown in Exhibit C, Table 1.

FURTHER BE IT RESOLVED:

That the **Grand Junction Regional Airport Authority** hereby designates Angela Padalecki as the Project Director, as described in the Manual and authorizes the Project Director to act in all matters relating to the work project proposed in the Application in its behalf, including executions of the Grant Agreement and any amendments.

FURTHER:

The **Grand Junction Regional Airport Authority** has appropriated or will otherwise make available in a timely manner all funds, if any, that are required to be provided by the Applicant under the terms and conditions of the Grant Agreement.

FINALLY:

The **Grand Junction Regional Airport Authority** hereby accepts all guidelines, procedures, standards, and requirements described in the Manual as applicable to the performance of the grant work and hereby approves the Grant Agreement submitted by the State, including all terms and conditions contained therein.

By: Linde Marshall, Board Chair
Grand Junction Regional Airport Authority

Date: _____

ATTEST (if needed)

n/a

Exhibit "C"

Airport Sponsor Assurances for Colorado Discretionary Aviation Grant Funding

Revised October 15, 2025

I. APPLICABILITY

- a. These assurances shall be complied with by Airport Sponsors in the performance of all projects at airports that receive Colorado Department of Transportation - Division of Aeronautics (Division) Colorado Discretionary Aviation Grant (CDAG) funding for projects including but not limited to: master planning, land acquisition, equipment acquisition or capital improvement projects (Project). It is not the intent of these Assurances to expand existing Federal Aviation Administration (FAA) Grant Assurances for airports included in the National Plan of Integrated Airport Systems (NPIAS); as similar assurances already exist for acceptance of FAA funding.
- b. Upon acceptance of this grant agreement these assurances are incorporated in and become a part thereof.

II. DURATION

- a. The terms, conditions and assurances of the grant agreement shall remain in full force and effect throughout the useful life of the Project as defined in Table 1 (Useful Life), or if the airport for which the Project is funded ceases to function as a public airport, for twenty (20) years from the date of Project completion, whichever period is greater. However, there shall be no limit on the duration of the assurances with respect to real property acquired with CDAG Project funds.

III. COMPLIANCE

- a. Should an Airport Sponsor be notified to be in non-compliance with any terms of this agreement, they may become ineligible for future Division funding until such non-compliance is cured.
- b. If any Project is not used for aviation purposes during its Useful Life, or if the airport for which the Project is funded ceases to function as a public airport, for twenty (20) years from the date of Project completion or at any time during the estimated useful life of the Project as defined in Table 1, whichever period is greater, the Airport Sponsor may be liable for repayment to the Division of any or all funds contributed by the Division under this agreement. If the airport at which the Project is constructed is abandoned for any reason, the Division may in its discretion discharge the Airport Sponsor from any repayment obligation upon written request by the Airport Sponsor.

IV. AIRPORT SPONSOR STATE GRANT ASSURANCES

1. **Compatible Land Use.** Compatible land use and planning in and around airports benefits the state aviation system by providing opportunities for safe airport development, preservation of airport and aircraft operations, protection of airport approaches, reduced potential for litigation and compliance with appropriate airport design standards. The airport will take appropriate action, to the extent reasonable, to restrict the use of land adjacent to, in the immediate

vicinity of, or on the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.

2. **On-Airport Hazard Removal and Mitigation.** The airport will take appropriate action to protect aircraft operations to/from the airport and ensure paths are adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.
3. **Safe, Efficient Use, and Preservation of Navigable Airspace.** The airport shall comply with 14 CFR Part 77 for all future airport development and anytime an existing airport development is altered.
4. **Operation and Maintenance.** In regards to Projects that receive Division funding, the airport sponsor certifies that it has the financial or other resources that may be necessary for the preventive maintenance, maintenance, repair and operation of such projects during their Useful Life.

The airport and all facilities which are necessary to serve the aeronautical users of the airport shall be operated at all times in a safe and serviceable condition. The airport will also have in effect arrangements for:

- a. Operating the airport's aeronautical facilities whenever required;
 - b. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - c. Promptly notifying airmen of any condition affecting aeronautical use of the airport.
5. **Airport Revenues.** All revenues generated by the airport will be expended by it for the capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the owner or operator of the airport for aviation purposes.
 6. **Airport Layout Plan (ALP).** Once accomplished and as otherwise may be required to develop, it will keep up-to-date a minimum of an ALP of the airport showing (1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto; (2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities; and (3) the location of all existing improvements thereon.

7. **Use for Aviation Purposes.** The Airport Sponsor shall not use runways, taxiways, aprons, seeded areas or any other appurtenance or facility constructed, repaired, renovated or maintained under the terms of this Agreement for activities other than aviation purposes unless otherwise exempted by the Division.

TABLE 1

Project Type	Useful Life
a. All construction projects (unless listed separately below)	20 years
b. All equipment and vehicles	10 years
c. Pavement rehabilitation (not reconstruction, which is 20 years)	10 years
d. Asphalt seal coat, slurry seal, and joint sealing	3 years
e. Concrete joint replacement	7 years
f. Permanent aviation fuel farms, including storage tanks, dispensing vehicles and related equipment*	15 years
g. Airfield lighting and signage	10 years
h. Navigational Aids	15 years
i. Buildings	40 years
j. Land	Unlimited

*Temporary, non-permanent aviation fuel storage equipment (such as tank trailers and skid mounted self-contained storage tanks) that is used exclusively to facilitate the transition from 100LL avgas to unleaded avgas is not subject to a specific useful life.

For DocuSign Approval
 Pending CRB Action 4/15/26

Exhibit D, Sample Option Letter

State Agency

Colorado Department of Transportation,
Colorado Aeronautical Board, Division of
Aeronautics

Option Letter Number

[Insert the Option Number (e.g. "1" for the
first option)]

Grantee

[Insert Grantee's Full Legal Name,
including "Inc.", "LLC", etc.]

Original Agreement Number

[Insert CMS number or Other Agreement
Number of the Original Agreement]

Current Agreement Maximum Amount

Initial Funding

State Funding: \$0.00

Modifications

Option Letter 1 \$0.00
Option Letter 2 \$0.00
Option Letter 3 \$0.00
Option Letter 4 \$0.00

**Modified Agreement
Maximum Amount** \$0.00

Option Agreement Number

[Insert CMS number or Other Agreement
Number of this Option]

Agreement Performance Beginning Date

[Month Day, Year]

Current Agreement Expiration Date

[Month Day, Year]

Options:

- A. Option to extend for an Extension Term
- B. Option to change the quantity of Goods/Service under the Agreement

Required Provisions:

- A. **For use with Option 1(A):** In accordance with Section(s) Number of the Original Agreement referenced above, the State hereby exercises its option for an additional term, beginning Insert start date and ending on the current Agreement expiration date shown above, at the rates stated in the Original Agreement, as amended.

- B. **For use with Options 1(B):** In accordance with Section(s) Number of the Original Agreement referenced above, the State hereby exercises its option to Increase/Decrease the Agreement Maximum Amount for an Increase/Decrease in the quantity of Goods/Services or both at the rates stated in the Original Agreement, as amended.
- C. **For use with all Option Letters:** The Agreement Maximum Amount table on the Agreement's Signature and Cover Page is hereby deleted and replaced with the Current Agreement Maximum Amount table shown above and Exhibit A is hereby deleted and replaced with Exhibit A-# incorporated and attached hereto.

Option Effective Date:

The effective date of this Option Letter is upon approval of the State Controller.

GRANTEE

Grand Junction Regional Airport Authority

STATE OF COLORADO

Jared S. Polis, Governor
Department of Transportation
Division of Aeronautics

By: Name of Authorized Signer, Title

By: David R. Ulane, Director

Date: _____

Date: _____

In accordance with §24-30-202, C.R.S., this Agreement is not valid until signed and dated below by the State Controller or an authorized delegate.

STATE CONTROLLER

Robert Jaros, CPA, MBA, JD

By: Department of Transportation

Date _____



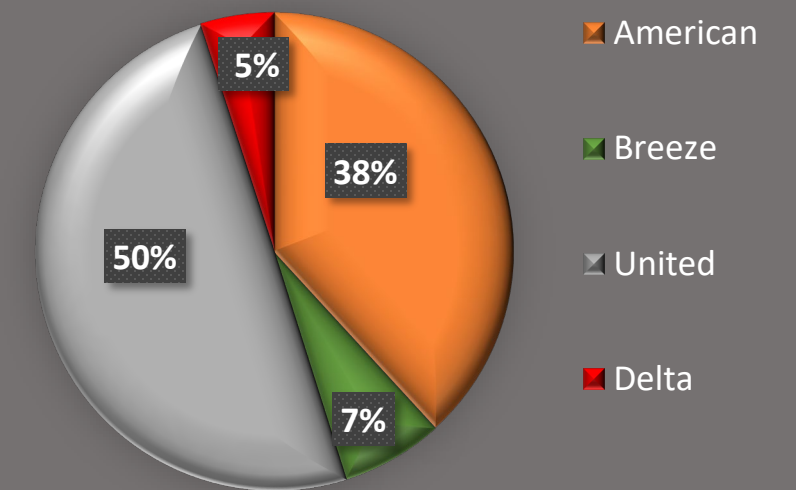
GRAND JUNCTION REGIONAL AIRPORT

February 2026
DATA & STATISTICS

Total Passenger Enplanements



2026 YTD Market Share



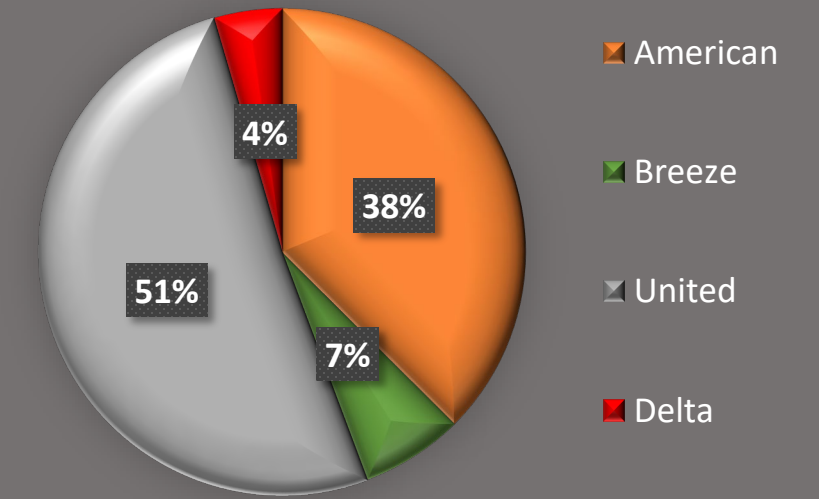
2026	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO, LAS)	United (DEN)	Delta (SLC)	Charters/ Diversions	Total	YTD % Change
JAN	0	8,607	1,563	11,521	1,163	0	22,854	↑ 5.0%
FEB	0	8,638	1,555	10,999	1,069	0	22,261	↑ 7.1%
MAR							0	
APR							0	
MAY							0	
JUN							0	
JUL							0	
AUG							0	
SEP							0	
OCT							0	
NOV							0	
DEC							0	
TOTAL	-	17,245	3,118	22,520	2,232	-	45,115	
Market Share		38.22%	6.91%	49.92%	4.95%	0.00%	100.00%	

2025	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Delta (SLC)	Charters/ Diversions	Total
JAN	200	8,128	616	11,111	1,721		21,776
FEB	0	6,878	641	11,113	1,712		20,344
MAR	0	7,486	799	12,752	1,893	59	22,989
APR	0	8,603	1,370	13,576	2,052	0	25,601
MAY	0	11,001	1,771	15,015	2,291	56	30,134
JUN	0	10,908	1,759	13,101	2,111	147	28,026
JUL	0	11,660	2,108	13,172	2,210	35	29,185
AUG	0	9,161	1,614	13,570	2,135		26,480
SEP	0	10,472	1,458	14,930	2,090		28,950
OCT	0	11,031	1,807	16,142	2,326	0	31,306
NOV	0	9,768	1,518	13,076	2,164	95	26,621
DEC	0	10,293	1,518	12,646	2,237	0	26,694
TOTAL	200	115,389	16,979	160,204	24,942	392	318,106
Market Share	0.06%	36.27%	5.34%	50.36%	7.84%	0.12%	100.00%

Total Passenger Deplanements



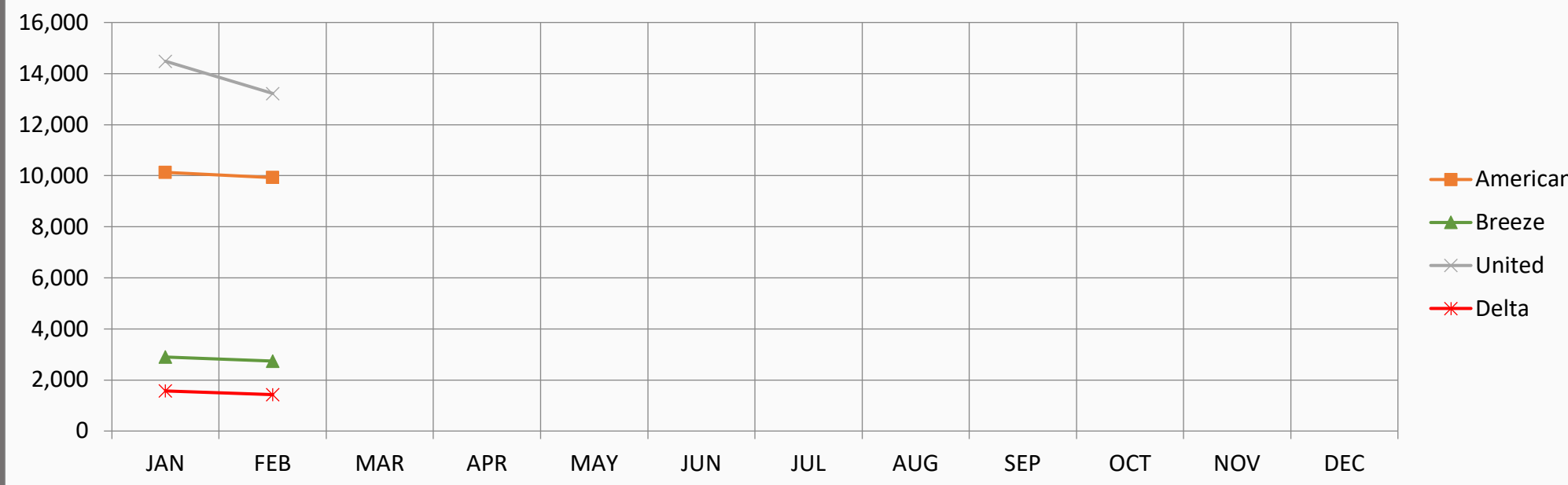
2026 YTD Market Share



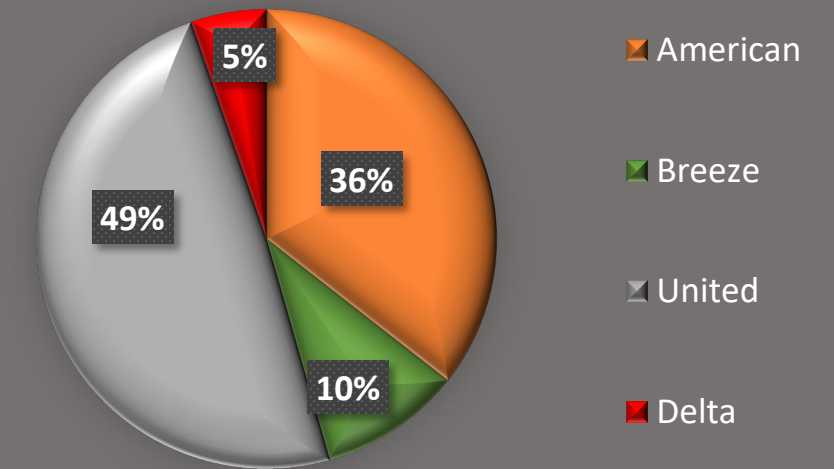
2026	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO, LAS)	United (DEN)	Delta (SLC)	Charters/ Diversions	Total	YTD % Change
JAN		7,873	1,434	11,447	1,013	503	22,270	↓ -0.4%
FEB		8,740	1,567	11,222	979	506	23,014	↑ 2.8%
MAR							0	
APR							0	
MAY							0	
JUN							0	
JUL							0	
AUG							0	
SEP							0	
OCT							0	
NOV							0	
DEC							0	
TOTAL	-	16,613	3,001	22,669	1,992	1,009	45,284	
Market Share	0.00%	36.69%	6.63%	50.06%	4.40%	2.23%	100.00%	

2025	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Delta (SLC)	Charters/ Diversions	Total
JAN	197	7,766	575	11,068	1,589	1,165	22,360
FEB	0	6,781	658	11,041	1,535	1,659	21,674
MAR	0	7,614	860	13,154	2,040	1,947	25,615
APR	0	8,539	1,259	13,470	2,035	462	25,765
MAY	0	11,051	1,344	14,748	2,116	251	29,510
JUN	0	11,009	1,872	12,818	2,235	1,385	29,319
JUL	0	10,852	1,741	12,816	2,109	956	28,474
AUG	0	9,104	1,634	13,545	2,079	529	26,891
SEP	0	10,157	1,462	14,780	2,141		28,540
OCT	0	10,396	1,611	15,751	2,219	0	29,977
NOV	0	9,375	1,575	12,528	2,183	158	25,819
DEC	0	10,547	1,481	13,167	2,112	405	27,712
TOTAL	197	113,191	16,072	158,886	24,393	8,917	321,656
Market Share	0.06%	35.19%	5.00%	49.40%	7.58%	2.77%	100.00%

Scheduled Capacity



2026 YTD Market Share



2026	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO, LAS)	United (DEN)	Delta (SLC)	Total	YTD % Change
JAN		10,130	2,898	14,482	1,570	29,080	↓ -0.6%
FEB		9,924	2,740	13,222	1,426	27,312	↑ 2.8%
MAR						0	
APR						0	
MAY						0	
JUN						0	
JUL						0	
AUG						0	
SEP						0	
OCT						0	
NOV						0	
DEC						0	
TOTAL	-	20,054	5,638	27,704	2,996	56,392	
Market Share	0.00%	35.56%	10.00%	49.13%	5.31%	100.00%	

2025	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, SFO)	United (DEN)	Delta (SLC)	Total
JAN	312	10,421	966	14,728	2,826	29,253
FEB	0	8,366	1,104	13,642	2,504	25,616
MAR	0	8,125	1,242	14,901	2,807	27,075
APR	0	10,845	1,932	15,453	2,742	30,972
MAY	0	12,614	2,484	15,926	2,746	33,770
JUN	0	12,495	2,484	14,182	2,690	31,851
JUL	0	12,712	2,484	14,614	2,700	32,510
AUG	0	10,606	2,484	15,322	2,646	31,058
SEP	0	11,681	2,208	16,522	2,650	33,061
OCT	0	12,308	2,484	17,846	2,798	35,436
NOV	0	12,204	2,484	15,015	2,620	32,323
DEC	0	12,443	2,484	15,418	2,830	33,175
TOTAL	312	134,820	24,840	183,569	32,559	376,100
Market Share	0.08%	35.85%	6.60%	48.81%	8.66%	100.00%

Load Factor

*Includes Scheduled Flights ONLY



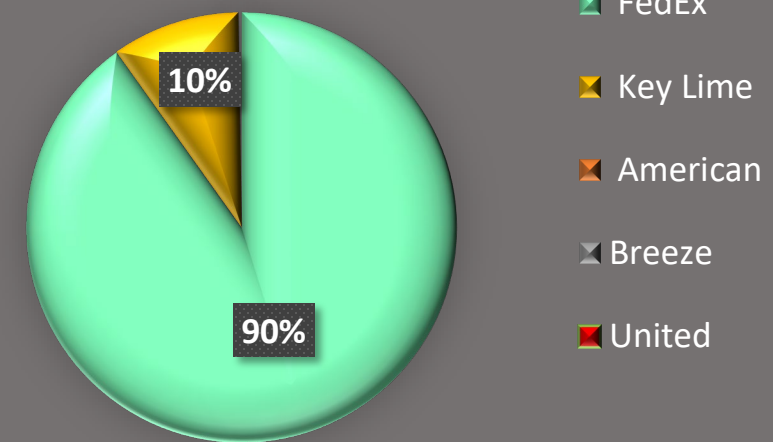
2026	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, LAS)	United (DEN)	Delta (SLC)	Total	YTD % Change
JAN	0%	85%	54%	80%	74%	79%	↑ 5.6%
FEB	0%	87%	57%	83%	75%	82%	↑ 4.1%
MAR							
APR							
MAY							
JUN							
JUL							
AUG							
SEP							
OCT							
NOV							
DEC							
TOTAL	0%	86%	55%	81%	74%	80%	

2025	Allegiant (LAX, AZA, LAS)	American (DFW, PHX)	Breeze (SNA, LAS)	United (DEN)	Delta (SLC)	Total
JAN	64%	78%	64%	75%	61%	74%
FEB		82%	58%	81%	68%	79%
MAR		92%	64%	86%	67%	85%
APR		79%	71%	88%	75%	83%
MAY		87%	71%	94%	83%	89%
JUN		87%	71%	92%	78%	88%
JUL		92%	85%	90%	82%	90%
AUG		86%	65%	89%	81%	85%
SEP		90%	66%	90%	79%	88%
OCT		90%	73%	90%	83%	88%
NOV		80%	61%	87%	83%	82%
DEC		83%	61%	82%	79%	80%
TOTAL	64%	86%	68%	87%	77%	85%

2026 Enplaned and Deplaned Airfreight - Lbs

2026 Market Share

2026 YTD		
Enplaned Freight	577,130	↓ -6.22%
Deplaned Freight	864,479	↑ 0.37%
2025 YTD		
Enplaned Freight	615,418	
Deplaned Freight	861,308	



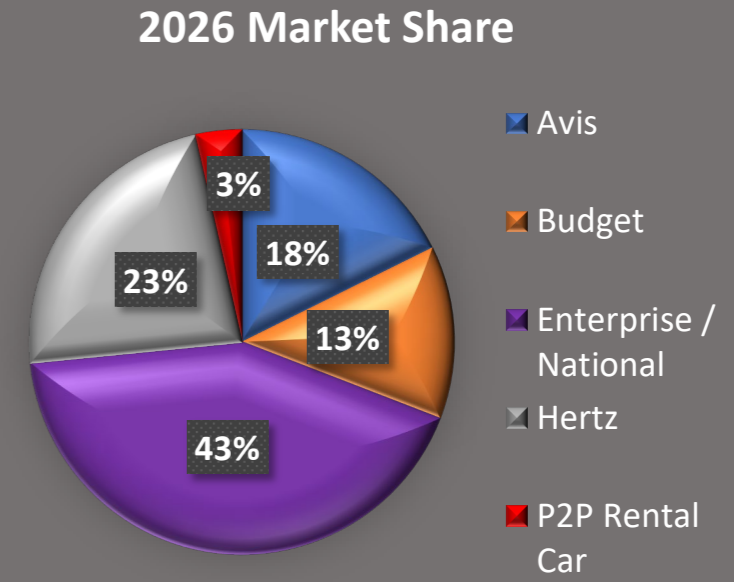
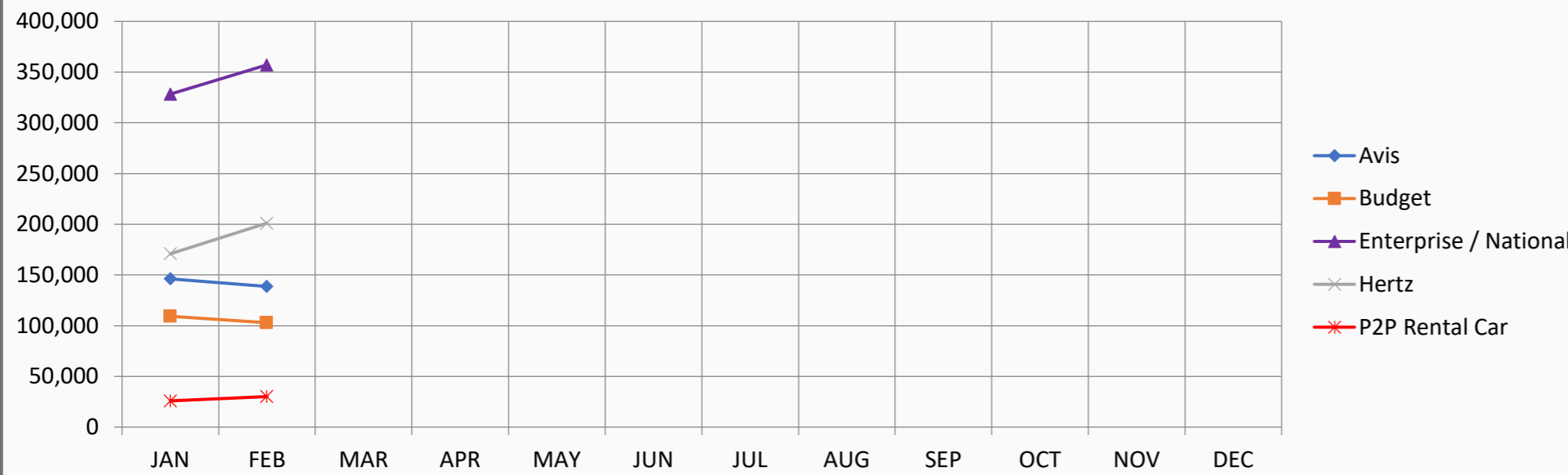
Enplaned	FedEx	Key Lime	American	Breeze	United	Total	YTD Total	YTD % Change
JAN	252,066	10,827	114		67	263,074	263,074	↓ -21.7%
FEB	299,365	14,671	6		14	314,056	577,130	↓ -6.2%
MAR						-		
APR						-		
MAY						-		
JUN						-		
JUL						-		
AUG						-		
SEP						-		
OCT						-		
NOV						-		
DEC						-		
TOTAL	551,431	25,498	120	-	81	577,130	577,130	
Market Share	95.55%	4.42%	0.02%	0.00%	0.01%	100.00%		

Deplaned	FedEx	Key Lime	American	Breeze	United	Total	YTD Total	YTD % Change
JAN	346,167	57,541	1,325		251	405,284	405,284	↓ -7.9%
FEB	402,664	54,768	1,438		325	459,195	864,479	↑ 0.4%
MAR						-		
APR						-		
MAY						-		
JUN						-		
JUL						-		
AUG						-		
SEP						-		
OCT						-		
NOV						-		
DEC						-		
TOTAL	748,831	112,309	2,763	-	576	864,479	864,479	
Market Share	86.62%	12.99%	0.32%	0.00%	0.07%	100.00%		

2026 Aircraft Operations

2026	Itinerant					Local			TOTAL
	Air Carrier	Air Taxi	General Aviation	Military	TOTAL ITINERANT	Local Civilian	Local Military	TOTAL LOCAL	
JAN	631	514	1,902	155	3,202	2,243	28	2,271	5,473
FEB	656	628	1,757	63	3,104	1,556	38	1,594	4,698
MAR					0			0	0
APR					0			0	0
MAY					0			0	0
JUN					0			0	0
JUL					0			0	0
AUG					0			0	0
SEP					0			0	0
OCT					0			0	0
NOV					0			0	0
DEC					0			0	0
TOTAL	1,287	1,142	3,659	218	6,306	3,799	66	3,865	10,171
Historical Data	2020	2021	2022	2023	2024	2025	2026	YOY Change by Mon	YTD % Change
JAN	3,713	4,904	4,477	4,054	5,138	5,712	5,473	↓ -4.18%	↓ -4.18%
FEB	4,378	4,195	4,672	3,457	5,169	5,327	4,698	↓ -11.81%	↓ -7.86%
MAR	3,241	4,710	4,636	4,390	5,135	5,348	-		
APR	2,436	4,238	4,357	4,538	4,999	5,422	-		
MAY	3,826	4,514	5,235	4,440	4,989	5,787	-		
JUN	4,588	5,000	4,785	4,473	4,814	5,202	-		
JUL	4,784	5,014	4,039	5,356	5,703	6,302	-		
AUG	5,436	4,858	4,983	5,250	5,430	6,035	-		
SEP	4,777	5,355	4,890	6,450	5,699	5,237	-		
OCT	5,216	5,095	5,171	5,690	5,484	6,167	-		
NOV	4,612	4,841	3,974	5,078	5,290	6,411	-		
DEC	4,532	4,269	3,746	6,135	6,082	5,104	-		
TOTAL	51,539	56,993	54,965	59,311	63,932	68,054			

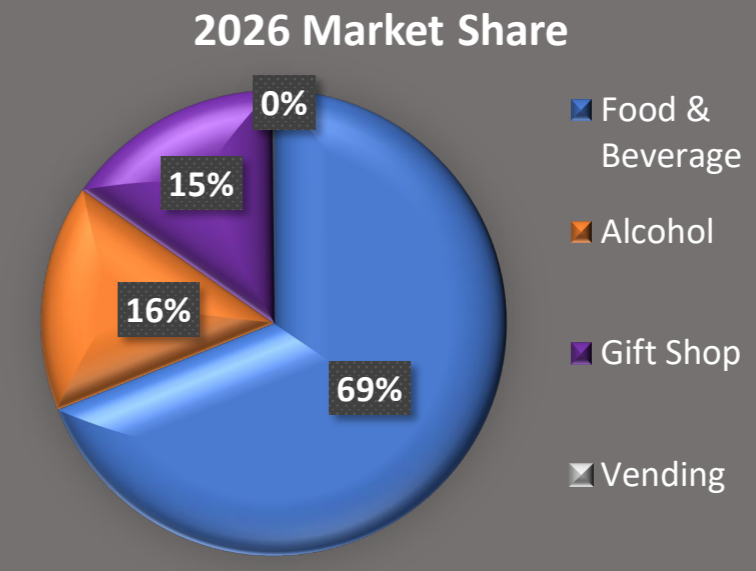
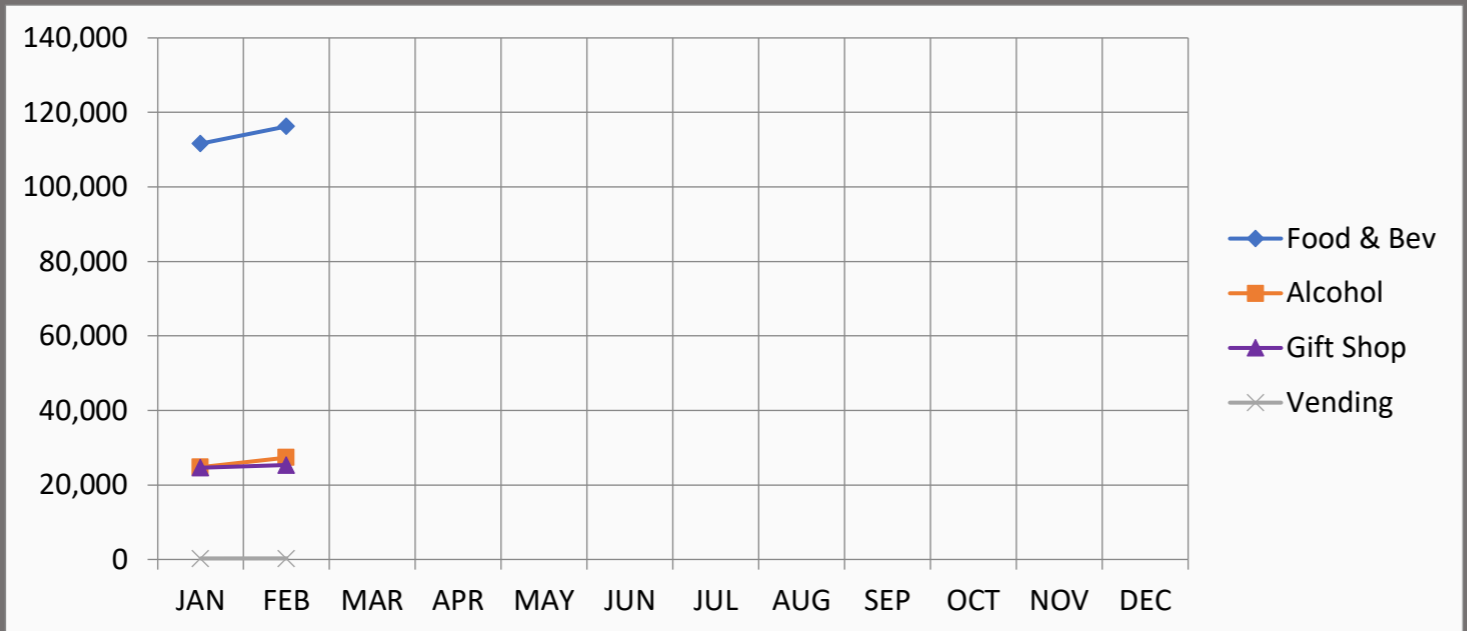
2026 Rental Car Revenues



2026	Avis	Budget	Enterprise / National	Hertz	P2P Rental Car	Total	YTD Total	YTD % Change
JAN	146,125	109,238	328,306	170,850	25,834	780,353	780,353	↓ -0.3%
FEB	138,647	102,906	357,142	201,090	30,066	829,850	1,610,203	↑ 2.3%
MAR						0		
APR						0		
MAY						0		
JUN						0		
JUL						0		
AUG						0		
SEP						0		
OCT						0		
NOV						0		
DEC						0		
TOTAL	284,771	212,144	685,448	371,940	55,900	1,610,203	1,610,203	
Market Share	17.69%	13.17%	42.57%	23.10%	3.47%	100.00%		

2025	Avis	Budget	Enterprise / National	Hertz	P2P Rental Car	Total	YTD Total
JAN	177,649	75,662	341,247	168,007	20,074	782,639	782,639
FEB	157,334	95,025	353,513	158,523	26,952	791,346	1,573,986
MAR	241,126	119,346	476,761	217,652	26,940	1,081,825	2,655,810
APR	207,418	136,870	502,279	188,756	37,238	1,072,561	3,728,371
MAY	238,913	193,958	617,220	273,829	39,906	1,363,827	5,092,198
JUN	228,754	234,461	483,526	300,657	44,138	1,291,536	6,383,735
JUL	262,715	243,337	517,319	346,342	41,708	1,411,421	7,795,156
AUG	285,099	264,597	607,866	344,831	53,009	1,555,401	9,350,557
SEP	286,411	259,136	624,589	370,617	57,673	1,598,427	10,948,984
OCT	262,174	210,647	696,506	383,441	62,954	1,615,722	12,564,705
NOV	166,973	130,869	412,309	230,016	32,740	972,907	13,537,612
DEC	129,925	94,130	321,614	193,633	16,090	755,391	14,293,003
TOTAL	2,644,490	2,058,038	5,954,751	3,176,303	459,422	14,293,003	
Market Share	18.50%	14.40%	41.66%	22.22%	3.21%	96.79%	

2026 Terminal Concessions Revenues



2026	Food & Beverage	Alcohol	Gift Shop	Vending	Total	YTD % Change
JAN	111,626	24,776	24,624	281	\$ 161,307	↑ 4.3%
FEB	116,239	27,341	25,353	293	\$ 169,226	↑ 7.7%
MAR						
APR						
MAY						
JUN						
JUL						
AUG						
SEP						
OCT						
NOV						
DEC						
TOTAL	227,866	52,117	49,977	574	330,533	

2025	Food & Beverage	Alcohol	Gift Shop	Vending	Total
JAN	105,681	27,416	21,205	359	\$ 154,661
FEB	104,248	26,277	21,406	321	\$ 152,251
MAR	120,796	31,321	24,545	308	\$ 176,969
APR	134,680	34,240	30,208	281	\$ 199,409
MAY	161,823	41,443	41,115	279	\$ 244,659
JUN	166,904	34,456	37,315	271	\$ 238,946
JUL	165,767	36,377	38,649	271	\$ 241,062
AUG	156,513	35,190	38,713	270	\$ 230,686
SEP	140,169	38,278	36,988	275	\$ 215,710
OCT	155,383	40,858	42,722	273	\$ 239,236
NOV	124,208	30,578	30,972	275	\$ 186,033
DEC	133,256	33,987	33,005	278	\$ 200,526
TOTAL	1,669,426	410,420	396,843	3,459	2,480,147
Market Share	67%	17%	16%	0%	100%

Grand Junction Regional Airport Authority

Operating Income

Unaudited - subject to change

As of Date:

02/28/2026

	Month			Budget Variance		Prior Year Variance		
	02/28/2026	02/28/2026	02/28/2025	Budget \$ Var	Budget % Var	PY \$ Var	PY % Var	
	Budget	Actual	PY Actual					
Operating revenue								
Aeronautical revenue								
Passenger airline revenue								
1	Passenger airline landing fees	\$ 71,195	\$ 83,849	\$ 67,252	\$ 12,654	17.8%	\$ 16,597	24.7%
2	Terminal rent	157,587	160,199	141,751	2,612	1.7%	18,448	13.0%
3	Other (boarding bridge)	2,520	4,451	2,386	1,931	76.6%	2,065	86.5%
	Total Passenger airline revenue	231,302	248,499	211,389	17,197	7.4%	37,110	17.6%
Non-passenger airline revenue								
4	Non-passenger landing fees	12,887	14,310	11,798	1,423	11.0%	2,512	21.3%
5	Cargo and hangar rentals	5,597	5,597	5,455	-	0.0%	142	2.6%
6	Fuel tax	28,667	22,298	27,759	(6,369)	-22.2%	(5,461)	-19.7%
7	Fuel Flowage Fees and Sales	36,982	38,671	27,845	1,689	4.6%	10,826	38.9%
8	Other (ramp parking, rapid refuel)	1,500	1,103	765	(397)	-26.5%	338	44.2%
	Total Non-passenger airline revenue	85,633	81,979	73,622	(3,654)	-4.3%	8,357	11.4%
	Total Aeronautical revenue	316,935	330,478	285,011	13,543	4.3%	45,467	16.0%
Non-aeronautical revenue								
9	Land and building leases	59,970	59,970	58,970	-	0.0%	1,000	1.7%
10	Terminal - restaurant & retail	23,629	24,198	21,796	569	2.4%	2,402	11.0%
11	Terminal - other	15,500	15,610	15,501	110	0.7%	109	0.7%
12	Rental cars	110,161	126,975	110,768	16,814	15.3%	16,207	14.6%
13	Parking	209,754	215,842	200,683	6,088	2.9%	15,159	7.6%
14	Ground Transportation	7,759	9,495	7,817	1,736	22.4%	1,678	21.5%
15	Other (advertising, security fee, vending, etc)	8,373	6,907	10,347	(1,466)	-17.5%	(3,440)	-33.2%
	Total Non-aeronautical revenue	435,146	458,997	425,882	23,851	5.5%	33,115	7.8%
	Total Operating revenues	752,081	789,475	710,893	37,394	5.0%	78,582	11.1%

Variance Explanations - February 2026 Revenue Compared to Budget- Preliminary Financial Statements (Unaudited)

	Feb-26	Feb-26	Feb-25	Budget Variance		PY Variance	
	Budget	Actual	Actual				
Seat Capacity	25,740	27,312	25,616	1,572	6%	1,696	7%
Passenger Landed Weight	26,392,800	30,436,921	27,923,348	4,044,121	15%	2,513,573	9%
Enplanements (Excluding Diversions)	19,985	22,261	20,344	2,276	10%	1,917	9%
Load Factor (Excluding Diversion Enpl)	78%	82%	79%		4%		2%

Variance explanations and account explanations have been provided below for revenue accounts that have a budget-to-actual variance of more than 5% and where the revenue account makes up at least 5% of the monthly budgeted operating revenue for February (\$38K), plus any other with impactful variances.

Operating Revenues: Total operating revenues exceeded budget by 5% (\$37K). Aeronautical revenue exceeded budget by 4% (\$14K) and Non-aeronautical revenue exceeded budget by 6% (\$24K) driven by more commercial airline activity and passengers than budgeted.

- 1 **Passenger airline landing fees** - Passenger landing fees in February are almost 18% (\$13K) ahead of budget, which corresponds to the higher-than-budgeted passenger airline landed weight.
- 12 **Rental Cars** - Rental car revenues are ahead of budget by 15% (\$17K) for the month. The rental car revenue is budgeted based on a spend per passenger and total passenger traffic in February surpassed expectations and the spend per passenger was higher.
- 13 **Parking** - Parking revenue exceeded budget by 3% (\$6K) driven by higher-than-expected passenger traffic.

Grand Junction Regional Airport Authority

Operating Income an Expense

Unaudited - subject to change

As of Date:

02/28/2026

	Year to Date			Budget Variance		Prior Year Variance		
	02/28/2026	02/28/2026	02/28/2025	Budget \$ Var	Budget % Var	PY \$ Var	PY % Var	
	Budget	Actual	PY Actual					
Operating revenue								
Aeronautical revenue								
Passenger airline revenue								
1	Passenger airline landing fees	\$ 149,887	\$ 165,218	\$ 143,608	\$ 15,331	10.2%	\$ 21,610	15.0%
2	Terminal rent	308,847	316,558	282,119	7,711	2.5%	34,439	12.2%
3	Other (boarding bridge)	5,443	9,454	5,060	4,011	73.7%	4,394	86.8%
	<i>Total Passenger airline revenue</i>	<u>464,177</u>	<u>491,230</u>	<u>430,787</u>	<u>27,053</u>	<u>5.8%</u>	<u>60,443</u>	<u>14.0%</u>
Non-passenger airline revenue								
4	Non-passenger landing fees	26,977	27,679	24,551	702	2.6%	3,128	12.7%
5	Cargo and hangar rentals	11,194	11,194	10,910	-	0.0%	284	2.6%
6	Fuel tax	57,334	40,789	47,871	(16,545)	-28.9%	(7,082)	-14.8%
7	Fuel Flowage Fees and Sales	80,485	72,455	65,834	(8,030)	-10.0%	6,621	10.1%
8	Other (ramp parking, rapid refuel)	3,000	2,242	1,793	(758)	-25.3%	449	25.0%
	<i>Total Non-passenger airline revenue</i>	<u>178,990</u>	<u>154,359</u>	<u>150,959</u>	<u>(24,631)</u>	<u>-13.8%</u>	<u>3,400</u>	<u>2.3%</u>
	<i>Total Aeronautical revenue</i>	<u>643,167</u>	<u>645,589</u>	<u>581,746</u>	<u>2,422</u>	<u>0.4%</u>	<u>63,843</u>	<u>11.0%</u>
Non-aeronautical revenue								
9	Land and building leases	119,940	120,808	117,940	868	0.7%	2,868	2.4%
10	Terminal - restaurant & retail	45,495	47,237	43,947	1,742	3.8%	3,290	7.5%
11	Terminal - other	31,000	31,220	31,001	220	0.7%	219	0.7%
12	Rental cars	221,157	249,727	219,439	28,570	12.9%	30,288	13.8%
13	Parking	415,660	436,084	410,968	20,424	4.9%	25,116	6.1%
14	Ground Transportation	13,570	18,229	13,838	4,659	34.3%	4,391	31.7%
15	Other (advertising, security fee, etc.)	14,204	18,077	20,668	3,873	27.3%	(2,591)	-12.5%
	<i>Total Non-aeronautical revenue</i>	<u>861,026</u>	<u>921,382</u>	<u>857,801</u>	<u>60,356</u>	<u>7.0%</u>	<u>63,581</u>	<u>7.4%</u>
	Total Operating Revenues	<u>\$ 1,504,193</u>	<u>\$ 1,566,971</u>	<u>\$ 1,439,547</u>	<u>\$ 62,778</u>	<u>4.2%</u>	<u>\$ 127,424</u>	<u>8.9%</u>
Operating expenses								
16	Personnel compensation and benefits	\$ 559,813	\$ 555,955	\$ 477,939	(3,858)	-0.7%	78,016	16.3%
17	Communications and utilities	73,192	78,265	53,983	5,073	6.9%	24,282	45.0%
18	Supplies and materials	139,709	113,204	131,277	(26,505)	-19.0%	(18,073)	-13.8%
19	Contract services	170,893	146,515	88,760	(24,378)	-14.3%	57,755	65.1%
20	Repairs & maintenance	95,369	207,735	127,021	112,366	117.8%	80,714	63.5%
21	Insurance	33,892	31,392	27,315	(2,500)	-7.4%	4,077	14.9%
22	Training, Travel, & Air Service Development	40,836	36,139	35,728	(4,697)	-11.5%	411	1.2%
23	Other Expense (marketing, professional dues, etc.)	23,328	14,843	13,933	(8,485)	-36.4%	910	6.5%
	<i>Total Operating expenses</i>	<u>1,137,032</u>	<u>1,184,048</u>	<u>955,956</u>	<u>47,016</u>	<u>4.1%</u>	<u>228,092</u>	<u>23.9%</u>
	Excess of Operating revenue over (under) expense	<u>\$ 367,161</u>	<u>\$ 382,923</u>	<u>\$ 483,591</u>	<u>\$ 15,762</u>	<u>4.3%</u>	<u>\$ (100,668)</u>	<u>-20.8%</u>

Variance Explanations - YTD February 2026 Preliminary Financial Statements (Unaudited)

Below are variance explanations for revenue and expense accounts with a budget variance of more than 5% and when the revenue or expense category makes up at least 5% of the YTD operating budget (\$75K for revenue and \$79K for operating expenses) and other impactful variances.

	YTD February 26 Budget	YTD February 26 Actual	YTD February 25 Actual	Budget Variance		PY Variance	
Seat Capacity	55,317	56,392	54,869	1,075	2%	1,523	3%
Passenger Landed Weight	56,754,417	61,827,666	59,664,437	5,073,249	9%	2,163,229	4%
Enplanements	41,930	45,115	42,120	3,185	8%	2,995	7%
Load Factor (Excl Diversion)	76%	80%	76%	4%		4%	

YTD Operating Revenues: Total operating revenues are ahead of budget by \$63K (4%) and are almost \$64K (7%) ahead of February 2025 revenue. The most significant variances are due to higher-than-expected revenue from rental cars and parking driven by the increase in passenger traffic.

- 1 **Passenger Airline Landing Fees** - Passenger landing fees exceeded budget by 10% (\$15K) due to higher than budgeted passenger airline landed weight which was almost all attributed to February activity.
- 7 **Fuel flowage fees and fuel sales** - Fuel flowage fees are collected from non-commercial fueling at the airport and therefore are driven by GA and Military operations which can be inconsistent throughout the year. The 2026 monthly budget was based on historical seasonality in revenues and while February actual Fuel flowage fees were consistent with budget, the majority of the unfavorable variance to budget was in January.
- 12 **Rental Cars** - Rental car revenues are ahead of budget by 13% (\$29K) due to an increase in passenger traffic in February. The monthly rental car revenue budget was developed based on historical seasonal trends in spend per passenger. Historically January and February are slower months for rental car revenues with less leisure/visitor traffic, however, the spend per passenger has been higher in the first two months.
- 13 **Parking** - Parking revenue is 5% (\$20K) ahead of budget YTD through February which is consistent with the positive variance in enplanements.

YTD Operating Expenses: Operating expenses YTD through February are 4% (47K) Over budget with the largest variance in repairs and maintenance which was budgeted on a straight line basis throughout the year, however, we have incurred significant costs to get the up-escalator operational.

- 18 **Supplies & Materials** – Supplies and materials are 19% (\$27K) below budget. The monthly budget allocates funds evenly across the year, however, actual expenses are incurred on an as-needed basis.
- 19 **Contract Services** – Contract services is below budget by 14% (\$24K). The monthly budget allocates funds evenly across the year. Actual expenses are incurred on an as-needed basis.
- 20 **Repairs & Maintenance** – Repairs and maintenance expenses are \$112K over budget due to the costs to get the escalator operational and pavement maintenance to bring up a low spot in the concrete on the ramp by Gate 4.

March individual payments over \$110K

Vendor	Check Amount	Project Notes	FAA Funding	CDOT Funding	GJRAA Funding
KELLEY TRUCKING INC.	\$ 3,754,701	AIP 82, 83,85 Pavement Subbase Schedule 1 & 2,	\$ 3,458,299	\$ 32,418	\$ 263,984
FCI CONSTRUCTORS, INC	\$ 1,244,586	AIP 90 Air Traffic Control Tower Remodel, AIP 84 Rehabilitate Terminal Building, Solar Canopy Project,	\$ 188,063	\$ 3,764	\$ 1,052,759
PIERCE MANUFACTURING INC.	\$ 619,502	ARFF Truck		\$ 556,652	\$ 62,850
COLORADO DEPARTMENT OF TRANSPORTATION	\$ 438,158	SIB Loan Repayment			\$ 438,158
MEAD & HUNT	\$ 291,786	AIP 83 Rwy 12-30 Pavement Subbase Schedule 2 (Phase 1),AIP 82 Rwy 12-30 Pavement Subbase Schedule 1, AIP 88 Shift Runway 11/29 (Transition Design)	\$ 263,187	\$ -	\$ 28,599
Total	\$ 6,348,733		\$ 3,909,549	\$ 592,834	\$ 1,846,350