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DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

GRANT AGREEMENT

Part 1 - Offer

Date of Offer August 10, 1998

Reid-Hillview Airport/Planning Area

Project No. 3-06-0225-05

Contract No. DTFA08-98-C-30879

TO: County of Santa Clara  
(herein called the "Sponsor")

FROM: The United States of America (acting through the Federal Aviation  
Administration, herein called the "FAA")

**WHEREAS**, the Sponsor has submitted to the FAA a Project Application dated April 17, 1997, for a grant of Federal funds for a project at or associated with the Reid-Hillview Airport/Planning Area which Project Application, as approved by the FAA, is hereby incorporated herein and made a part hereof; and

**WHEREAS**, the FAA has approved a project for the Airport or Planning Area (herein called the "Project") consisting of the following:

FAR Part 150 Airport Noise Compatibility Planning Study

all as more particularly described in the Project Application.

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SEP 15 1998

NOW THEREFORE, pursuant to and for the purpose of carrying out the provisions of Title 49, United States Code, as amended, and in consideration of (a) the Sponsor's adoption and ratification of the representations and assurances contained in said Project Application and its acceptance of this Offer as hereinafter provided, and (b) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the assurances and conditions as herein provided, THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay, as the United States share of the allowable costs incurred in accomplishing the Project, 90.00 percent of the allowable project costs.

The Offer is made on and subject to the following terms and conditions:

Conditions

1. The maximum obligation of the United States payable under this offer shall be \$151,200.00. For the purposes of any future grant amendments which may increase the foregoing maximum obligation of the United States under the provisions of Section 512(b) of the Act, the following amounts are being specified for this purpose:

\$151,200.00	for planning
\$0.00	for airport development or noise program implementation.
2. The allowable costs of the project shall not include any costs determined by the FAA to be ineligible for consideration as to allowability under the Act.
3. Payment of the United States share of the allowable project costs will be made pursuant to and in accordance with the provisions of such regulations and procedures as the Secretary shall prescribe. Final determination of the United States share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
4. The sponsor shall carry out and complete the Project without undue delays and in accordance with the terms hereof, and such regulations and procedures as the Secretary shall prescribe, and agrees to comply with the assurances which were made part of the project application.
5. The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the sponsor.
6. This offer shall expire and the United States shall not be obligated to pay any part of the costs of the project unless this offer has been accepted by the sponsor on or before September 30, 1998 or such subsequent date as may be prescribed in writing by the FAA.

7. The sponsor shall take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner in any project upon which Federal funds have been expended. For the purposes of this grant agreement, the term "Federal funds" means funds however used or disbursed by the sponsor that were originally paid pursuant to this or any other Federal grant agreement. It shall obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. It shall return the recovered Federal share, including funds recovered by settlement, order or judgment, to the Secretary. It shall furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the sponsor, in court or otherwise, involving the recovery of such Federal share shall be approved in advance by the Secretary.
8. The United States shall not be responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this grant agreement.
9. The attached new Part V Assurances dated 5/97, are hereby substituting in lieu of those submitted as a part of the Sponsor's Project Application dated April 17, 1997, and are made a part hereof.
10. It is understood and agreed by and between the parties hereto that this Grant Offer is made and accepted upon the basis of preliminary plans and specifications; and the parties agree that within 180 days from the date of acceptance of this Grant Offer, the Sponsor shall furnish final plans and specifications to the FAA, that no construction work will be commenced hereunder, and that no contract will be awarded for the accomplishment of such work until the said final plans and specifications have been approved by the FAA; and the parties do further agree that any reference made in this Grant Offer or in the aforesaid Application to plans and specifications shall be considered as having reference to said final plans and specifications as approved.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, as provided by the Act, constituting the contractual obligations and rights of the United States and

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the Sponsor with respect to the accomplishment of the Project and compliance with the assurances and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

UNITED STATES OF AMERICA  
FEDERAL AVIATION ADMINISTRATION  
WESTERN-PACIFIC REGION

John L. Pfeifer  
John L. Pfeifer  
Manager, Airports District Office

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer and does hereby accept this Offer and by such acceptance agrees to comply with all of the terms and conditions in this Offer and in the Project Application.

Executed this SEP 29 1998 day of SEP 1998.

County of Santa Clara  
(NAME OF SPONSOR)

(SEAL)

By Blanca Alvarado  
(SPONSOR'S DESIGNATED OFFICIAL REPRESENTATIVE)

BLANCA ALVARADO

Title \_\_\_\_\_  
Chairperson, Board of Supervisors

Attest: Phyllis A. Perez  
Title: PHYLLIS A. PEREZ, CLERK

CERTIFICATE OF SPONSOR'S ATTORNEY

I, Ann Miller Ravel, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of California. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the Act. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Dated at San Jose, CA this 29th day of September, 1998.

Ann Miller Ravel  
SIGNATURE OF SPONSOR'S ATTORNEY

**ASSURANCES**  
**Planning Agency Sponsors**

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**A. General**

1. These assurances shall be complied with in the performance of grant agreements for integrated airport system planning grants to planning agencies.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. A sponsor is a planning agency designated by the Secretary of Transportation which is authorized by the State or States or political subdivisions concerned to engage in areawide planning.
3. Upon acceptance of the grant offer by the sponsor, these assurances are incorporated in and become part of the grant agreement.

**B. Duration.** The terms, conditions and assurances of the grant agreement shall remain in full force and effect during the life of the project.

**C. Sponsor Certification.** The sponsor assures and certifies, in respect to this grant, that:

**1. General Federal Requirements.** It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

**Federal Legislation.**

- a. Title 49 U.S.C., subtitle VII, as amended.
- b. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- c. Hatch Act - 5 U.S.C. 1501, et seq.
- d. Rehabilitation Act of 1973 - 29 U.S.C. 794.
- e. Civil Rights Act of 1964 - Title VI - 42 U.S.C. 2000d through d-4.
- f. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- g. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.
- h. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

**Executive Orders**

Executive Order 12372- Intergovernmental Review of Federal Programs

**Federal Regulations**

- a. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.

- b. 49 CFR Part 21 - Nondiscrimination in federally assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
- c. 49 CFR Part 23 - Participation by minority business enterprise in Department of Transportation programs.
- d. 49 CFR Part 29 - Governmentwide debarment and suspension (non-procurement) and governmentwide requirements for drug-free workplace (grants).
- e. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S.
- f. 49 CFR Part 20 - New restrictions on lobbying.

**Office of Management and Budget Circulars.**

- a. A-87 - Cost Principles Applicable to Grants and Contracts with State and Local Governments.
- b. A-128 - Audits of State and Local Governments.

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated in reference in the grant agreement.

**2. Responsibility and Authority of the Sponsor.** It has legal authority to apply for the grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

**3. Sponsor Fund Availability.** It has sufficient funds available for that portion of the project costs which are not to be paid by the United States.

**4. Preserving Rights and Powers.** It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in the grant agreement without the written approval of the Secretary.

**5. Consistency with Local Plans.** The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies in the planning area.

**6. Accounting System, Audit, and Recordkeeping Requirement.**

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of the grant, the total cost of the project in connection with which the grant is given or used, and the amount and nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with The Single Audit Act of 1984.

b. It shall make available to the Secretary and Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to the grant. The Secretary may require that an appropriate audit be conducted by the recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which the grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

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**7. Planning Projects.** In carrying out planning projects:

- a. It will execute the project in accordance with the approved program narrative contained in the project application or with modifications similarly approved.
- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
- f. It will grant the Secretary the right to disapprove the Sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not mean constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

**8. Reports and Inspections.** It will submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request.

**9. Civil Rights.** It will comply with such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from funds received from this grant. This assurance obligates the sponsor for the period during which Federal financial assistance is extended to the program.

**10. Engineering and Design Services.** It will award each contract, or sub-contract for planning studies, feasibility studies, or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 or an equivalent qualifications-based requirement prescribed for or by the sponsor.

**11. Foreign Market Restrictions.** It will not allow funds to be provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

**12. Policies, Standards, and Specifications.** It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary.

# APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction Preapplication <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	2. DATE SUBMITTED 4-17-97	Applicant Identifier
	3. DATE RECEIVED BY STATE	State Application Identifier
	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION

Legal Name: County of Santa Clara	Organizational Unit: Roads and Airports Department
Address (give city, county, state, and zip code): 101 Skyport Drive San Jose, California 95110-1302	Name and telephone number of the person to be contacted on matters involving this application (give area code): Jerome T. Bennett Director, County Airports (408) 929-1060

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 9 4 - 6 0 0 0 5 3 3	7. TYPE OF APPLICANT: (enter appropriate letter in box) <b>B</b> A. State B. County C. Municipal D. Township E. Interstate F. Intermunicipal G. Special District H. Independent School Dist. I. State Controlled Institution of Higher Learning J. Private University K. Indian Tribe L. Individual M. Profit Organization N. Other (Specify): _____
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es): <input type="checkbox"/> <input type="checkbox"/> A. Increase Award    B. Decrease Award    C. Increase Duration D. Decrease Duration    Other (specify): _____	9. NAME OF FEDERAL AGENCY: Federal Aviation Administration

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 2 0 - 1 0 6 TITLE: Airport Improvement Program	11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: FAR Part 150 Airport Noise Compatibility Planning Study Reid-Hillview Airport
12. AREAS AFFECTED BY PROJECT (cities, counties, states, etc.): County of Santa Clara	

13. PROPOSED PROJECT Start Date: Jan 1998    Endmg Date: Dec 1998	14. CONGRESSIONAL DISTRICTS OF: Zoe Lofgren District: 16th a. Applicant: County of Santa Clara b. Project: FAR Part 150 Airport Noise Compatibility Planning Study
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15. ESTIMATED FUNDING: a. Federal \$ 151,200 .00 b. Applicant \$ 9,240 .00 c. State \$ 7,560 .00 d. Local \$ .00 e. Other \$ .00 f. Program Income \$ .00 g. TOTAL \$ 168,000 .00	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. YES THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON: DATE <u>April 17, 1997</u> b. NO <input type="checkbox"/> PROGRAM IS NOT COVERED BY E.O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes * If "Yes," attach an explanation. <input checked="" type="checkbox"/> No	

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT, THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED

a. Typed Name of Authorized Representative Jerome T. Bennett	b. Title Director, County Airports	c. Telephone number (408) 929-1060
d. Signature of Authorized Representative <i>Jerome T. Bennett</i>		e. Date Signed 4-17-97



FEDERAL AVIATION REGULATION (FAR)  
PART 150

AIRPORT IMPROVEMENT PROGRAM (AIP) APPLICATION

REID-HILLVIEW AIRPORT

PROGRAM NARRATIVE

The County of Santa Clara is requesting Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant assistance in preparing a Federal Aviation Regulation (FAR) Part 150 Airport Noise Compatibility Planning Study for the Reid-Hillview Airport.

1. PROJECT OBJECTIVES

The 1996 Final Environmental Impact Report (Final EIR) on the Reid-Hillview Airport Closure Project identified an estimated 16 residential units within the 65 dB Community Noise Exposure Level (CNEL) noise contour, based on 171,500 annual aircraft operations in the year 2000, assuming no downsizing of general aviation at San Jose International Airport. An estimated 40 residential units would be within the 65 dB CNEL noise contour based on 241,400 annual aircraft operations in the year 2000, assuming adoption of the San Jose International Master Plan Project Case Alternative and downsizing of general aviation at the airport would occur. (There were a total 159,811 aircraft operations in 1996 at the Reid-Hillview Airport which represents 93 percent of the total 171,500 annual aircraft operations assumed for the year 2000 noise contours prepared for the final EIR).

The County's goal in seeking federal grant assistance is to develop a noise and land use compatibility planning program in compliance with FAR Part 150. The preparation of a FAR Part 150 study will establish the County's eligibility for federal grant assistance in achieving land use compatibility and preventing further non-compatible land uses in the airport environs.

2. BENEFITS OR RESULTS EXPECTED

The proposed Work Program will result in the development of an Airport Noise Compatibility Program for the Reid-Hillview Airport. The program will identify the noise impacts of airport operations under current (1996) conditions and future(2001) conditions and recommend an implementation program to maximize compatibility between the airport and its environs.

3. GEOGRAPHIC LOCATION

The Reid-Hillview Airport is located in the County of Santa Clara, California.

4. AUTHORIZED REPRESENTATIVE

The following individual is the authorized representative of the County of Santa Clara for purposes of the proposed project:

Jerome T. Bennett  
Director, County Airport  
County of Santa Clara  
Roads and Airports Department  
101 Skyport Drive  
San Jose, CA 95110-1302  
(408) 929-1060

5. WORK PROGRAM

ELEMENT 1.0 - PROJECT COORDINATION

In coordination with the County, establish policies and procedures designed to ensure an effective and ongoing program of participation in the study by designated local, regional, state and federal agencies, and the interested public.

ELEMENT 2.0 - INVENTORY EXISTING AND PLANNED LAND USE INFORMATION AND COMPILE OWNERSHIP DATA

Prepare a series of base maps and tabulations covering the airport environs showing existing land use and planned land use and development activities. Particular attention will be given to the location and extent of proposed land uses as they might affect, or be affected by, future airport activities.

Task 2.1 - Prepare Project Area Base Map

Appropriate County and local maps, aerial photographs, United States Geological Survey (USGS) topographic maps, and other available information, will be used to prepare a base map depicting the airport and its environs at an agreed-upon scale. The base map will identify the airport location and boundaries, including airfield layout, and delineate major streets and highways, physical features, and property ownership lines. This map will form the basis for the subsequent FAR Part 150 Noise Exposure Maps (NEM).

Task 2.2 - Assemble and Map Information Concerning Existing and Planned Land Use

Current detailed airport environs land use information will be collected from local, regional, state, and federal government agencies, field surveys, and other sources as appropriate.

This information will be mapped as overlays to the project base map and tabulated as applicable. These will be used to prepare maps showing the type and amount of development expected at the horizon year (2001).

Task 2.3 - Update Aviation Activity Forecasts and Aircraft Fleet Mix Forecast

Review the aviation activity forecasts in the California Aviation System Plan and the current Airport Master Plan or other relevant studies and use them as a basis to derive updated forecasts of aircraft operations for 2001 for use in this study.

Coordinate and consult with the general aviation operators and other sources to validate aircraft fleet mix forecasts and assumptions to reflect current aircraft fleet mix projections. The aircraft operations, by time of day and type of aircraft, will be documented for use as input to the integrated Noise Model (INM) Version 5.1 that will be used to project current and future CNEL contours in the FAR Part 150 Noise Study.

ELEMENT 3.0 - PREPARE NOISE EXPOSURE MAPS

Prepare the noise exposure maps (NEM) required to comply with Section 103 of the Aviation Safety and Noise Abatement Act of 1979 (ASNA) as delineated in Appendix A of FAR Part 150. Aircraft noise measurements will be conducted to further enhance the validity of the noise contours as a planning tool.

Task 3.1 - Describe Aircraft Operational and Air Traffic Control Procedures

Existing aircraft operational procedures will be identified and verified. Particular attention will be given to runway use percentages, flight track locations and use, aircraft climb and descent profiles, and noise abatement and other operating procedures, including arrival and departure procedures implemented by the FAA at the airport. A detailed flight track map reflecting arrival and departure procedures currently in effect at the airport will be prepared for use with the INM. The map will be based on information obtained from FAA control tower personnel, airport staff, and field observations of aircraft operations.

Task 3.2 - Conduct Field Noise Measurement

Using information developed in Task 3.1 concerning aircraft operating procedures, air traffic procedures, and arrival and departure tracks, obtain field measurements of aircraft noise characteristics by aircraft class. These data will be used to select appropriate input data for the INM and to identify locations where noise levels predicted by the INM differ from the levels actually experienced.

A minimum of five man-days will be spent in the field at an appropriate number of sites to ensure sufficient monitoring data to validate the INM. A report will be prepared documenting the cumulation of single-event noise exposure levels (SNEL) and maximum A-weighted (CNEL) noise levels by aircraft type for each of the monitoring points. The report will also document the methodology used and the accuracy achieved by the noise model.

An ambient noise level survey will be performed to determine whether noise-sensitive land uses in the airport environs are affected by existing non-airport related noise sources.

#### Task 3.3 - Run Airport Noise Prediction Model

The FAA's Integrated Noise Model (INM) Version 5.1 will be run using the operating procedures and noise characteristics of aircraft currently flying in to and out of the airport. The input data will be chosen to provide the best possible correlation between predicted noise levels and the levels recorded during field measurements in the airport environs. Maps identifying 60, 65, 70, and 75 CNEL noise contours will be prepared using the output of the model runs.

In addition to developing noise contours for existing operational levels (1996), estimates of 2001 operations developed in Task 2.3 will be input into the INM to produce noise projections required by FAR Part 150 Section 150.21(a)(1).

#### Task 3.4 - Prepare Preliminary Noise Exposure Maps

The 1996 and 2001 noise contours will be graphically overlaid on the land use base maps. The resultant "noise exposure maps" will illustrate areas of affected land uses which are considered non-compatible with the criteria defined in Appendix A of FAR part 150. Noise impacts on existing and proposed land use and on noise-sensitive facilities will be evaluated. The maps and tabular data will provide Santa Clara County and surrounding communities with information concerning potential development in the airport environs affected by aircraft noise.

#### Task 3.5 - Conduct Public Agency and Citizen Consultation

After review by the County, the existing and projected land use maps, preliminary noise exposure maps, tables describing the extent of land use incompatibility, and accompanying text will be reviewed with other government agencies and airport users in accordance with Section 150.2(b) of FAR Part 150. Comments will be solicited with the objective of refining the preliminary noise exposure maps and text. Significant issues and concerns raised with respect to the preliminary noise exposure maps and documentation will be summarized and written responses to them prepared.

Task 3.6 - Prepare and Submit Final Noise Exposure Maps and Report

The preliminary noise exposure maps and accompanying documentation will be revised as necessary in response to the consultation completed in Task 3.5 as required by FAR Part 150. A report will be prepared of study findings with accompanying noise exposure maps. A complete set of full-size exposure maps will be provided to the County.

ELEMENT 4.0 - PREPARE AIRPORT NOISE COMPATIBILITY PROGRAM

Recommend steps that should be taken to meet the FAR Part 150 "Airport Noise Compatibility Program" land use compatibility standards depicted in FAR Part 150, Appendix B, Table 2.

Task 4.1 - Describe Actions Already Taken by the County to Reduce/Prevent Incompatible Land Use

Identify and describe physical (including airfield), operational, and land acquisition procedures already implemented for noise abatement purposes at the airport. Determine and document what actions have been taken to reduce the extent of incompatible land use within designated noise impact boundaries. Determine what actions have been taken to prevent the intrusion of incompatible uses in the future.

Task 4.2 - Inventory and Evaluate Land Use Control Powers

Inventory and evaluate County and other local agencies land use control powers. The capabilities of the County and other agencies to control or influence land use and development within noise impacted areas will be identified. Areas of weakness will be identified, and actions which would reduce or eliminate these will be suggested.

Task 4.3 - Evaluate Previously Recommended Noise Abatement Actions and Airfield Development Proposals

Analyze and evaluate the relative effects of any potential airfield development proposals and noise abatement actions recommended in previous airport studies. Potential noise control/reduction actions will be discussed with Santa Clara County staff, FAA, and airport representatives to determine their safety, noise reduction potential, and feasibility for implementation (including FAR part 150 limitations or constraints on interstate commerce and other economic and political factors).

The analysis will cover recommendations of the most recent Airport Master Plan/Airport Layout Plan and other relevant studies including proposed airfield improvements and land acquisition. Noise exposure maps will be prepared for a range of noise abatement actions for

possible implementation at the airport. A memorandum discussing the relative merits of the alternatives will be prepared.

Task 4.4 - Identify and Evaluate Airport Noise Abatement Alternatives

On the basis of the evaluations conducted in Tasks 4.3 and 4.4, identify airport noise control procedures and airport development strategies that would reduce aircraft-related noise levels. These will be evaluated, and a memorandum prepared identifying recommended alternatives.

Task 4.5 - Identify and Evaluate Mitigation Measures Which Would Reduce Noise Exposure

On the basis of the evaluations conducted in Tasks 3.4, 4.1, and 4.2, identify the sensitive land uses which would be exposed to noise levels in excess of the 65 CNEL threshold. Based on consultations with representatives of the County, local agencies, user groups, and other interested parties, identify possible noise mitigation actions. These will be assessed in terms of their ability to reduce or eliminate incompatible land uses. Means of preventing the creation of additional incompatible uses in the future will be recommended.

Task 4.6 - Conduct Public Agency and Citizen Consultation

Establish procedures for County and local government agencies, FAA, the interested public, and airport users to review and comment on the noise abatement and land use compatibility recommendations resulting from Task 4.5. Prepare and circulate a draft report for review and comment.

Task 4.7 - Prepare and Submit Final Airport Noise Compatibility Program Report

At the conclusion of the public and agency review process described in Task 4.6, prepare a final Airport Noise Compatibility Program for submittal to the FAA in accordance with the requirements of FAR Part 150 (Subpart B, Section 150.23). This will include the following:

1. A copy of the current noise exposure maps submitted to, and accepted by, the FAA under Section 150.21 of Part 150 (developed in Task 3.6).
2. All related descriptions of projected future airport operations.
3. Documentation describing the impacts of current operations on areas surrounding the airport.
4. A listing of public agencies and planning agencies identified under Section A150.105 of Appendix A to FAR Part 150.

FEDERAL AVIATION REGULATION (FAR) PART 150  
AIRPORT IMPROVEMENT PROGRAM (AIP) APPLICATIONS  
REID-HILLVIEW AIRPORT PROGRAM NARRATIVE

5. A description and analysis of the alternatives considered by the County in developing the program, together with a discussion of why any alternative not included in the program was eliminated.
6. Program measures proposed to reduce or eliminate present and future incompatible land uses and the relative contribution of each of the proposed measures to the overall effectiveness of the program.
7. A description of the consultation with officials of County and local agencies, state, FAA, and other federal officials having local responsibility for the area depicted on the noise exposure map, and any users of the airport.
8. The actual or anticipated effect of the program on reducing noise exposure to individuals and incompatible land uses in the surrounding communities during future years. These projected effects will be based upon forecast assumptions of future aircraft operations, planned airport development, expected land use changes, and projected population and demographic changes in the airport environs.

Task 4.8 - Print Maps and Reports

Before submittal of the final Airport Noise Compatibility Program, copies of a "Draft Final Report" will be submitted for review by the County and participating agencies. Comments received will be incorporated into the final reports.

Print the final Airport Noise Compatibility Planning and Implementation Program reports with accompanying maps and graphics.