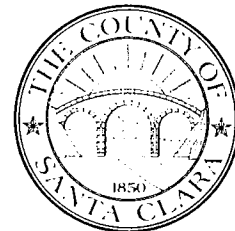


County of Santa Clara

Roads and Airports Department

Airport Division
2500 Cunningham Avenue
San Jose, California 95148
(408) 929-1060 FAX 929-8617



Reid-Hillview Airport Palo Alto Airport South County Airport

April 16, 1997

Mr. John L. Pfeiffer
Manager, Airports District Office
Federal Aviation Administration
831 Mitten Road
Burlingame, CA 94010-1303

Dear Mr. Pfeiffer:

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

The County of Santa Clara will act as the overall project administrator and will be the lead agency for the study. The County will also administer the contract and FAA grant. The required Clearinghouse project approval information is included.

Please call me if you have any questions or require additional information.

Sincerely yours,

Jerome T. Bennett
Director, County Airports

JTB/ar

APPLICATION FOR FEDERAL ASSISTANCE

2. DATE SUBMITTED 4-17-97	Applicant Identifier
3. DATE RECEIVED BY STATE	State Application Identifier
4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

1. TYPE OF SUBMISSION:

Application

Construction Construction

Non-Construction Non-Construction

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

A. State	K. Independent School Dist.
B. County	L. State Controlled Institution of Higher Learning
C. Municipal	J. Private University
D. Township	K. Indian Tribe
E. Interstate	L. Individual
F. Intermunicipal	M. Profit Organization
G. Special District	N. Other (Specify): _____

8. TYPE OF APPLICATION:

New Continuation Revision

If Revision, enter appropriate letter(s) in box(es):

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: 14. CONGRESSIONAL DISTRICTS OF: Zoe Lofgren District: 16th

Start Date Jan 1998	Ending Date Dec 1998	a. Applicant County of Santa Clara	b. Project FAR Part 150 Airport Noise Compatibility Planning Study
------------------------	-------------------------	---------------------------------------	--

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 April 17, 1997

b. NO. PROGRAM IS NOT COVERED BY E.O. 12372
 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

Yes * If "Yes," attach an explanation. 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

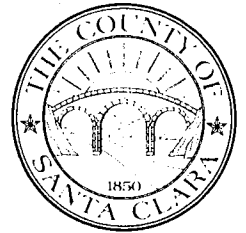
a. Typed Name of Authorized Representative Jerome T. Bennett	b. Title Director, County Airports	c. Telephone number (408) 929-1060
d. Signature of Authorized Representative 		e. Date Signed 4-17-97

Previous Editions Not Usable

County of Santa Clara

Roads and Airports Department

Airport Division
2500 Cunningham Avenue
San Jose, California 95148
(408) 929-1060 FAX 929-8617



Reid-Hillview Airport Palo Alto Airport South County Airport

April 16, 1997

Ms. Sara Stremple
State of California
State Clearinghouse
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Dear Ms. Stremple:

Attached is a copy of Form SF424 to notify you of the intent of the County of Santa Clara to file an Application for Federal Assistance to prepare a FAR Part 150 Airport Noise Compatibility Planning Study for the Reid-Hillview Airport.

Please contact me at (408) 929-1060 if you have any questions or require additional information.

Sincerely yours,

A handwritten signature in cursive script that reads "Jerome T. Bennett".

Jerome T. Bennett
Director, County Airports

JTB/ar

enclosure



APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction		2. DATE SUBMITTED 4-17-97	Applicant Identifier
Preapplication <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		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) <input checked="" type="checkbox"/> 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 Ending 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
---	---

15. ESTIMATED FUNDING	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?
a. Federal \$ 151,200 .00	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. Applicant \$ 9,240 .00	b. NO <input type="checkbox"/> PROGRAM IS NOT COVERED BY E.O. 12372
c. State \$ 7,560 .00	<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
d. Local \$.00	
e. Other \$.00	
f. Program Income \$.00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?
g. TOTAL \$ 168,000 .00	<input type="checkbox"/> Yes * If "Yes," attach an explanation. <input checked="" type="checkbox"/> No

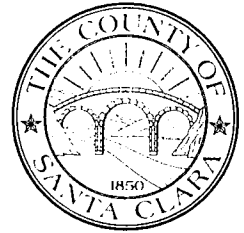
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED

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

County of Santa Clara

Roads and Airports Department

Airport Division
2500 Cunningham Avenue
San Jose, California 95148
(408) 929-1060 FAX 929-8617



Reid-Hillview Airport Palo Alto Airport South County Airport

April 16, 1997

Mr. John McCallum
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Dear Mr. McCallum:

Attached is a copy of Form SF424 to notify you of the intent of the County of Santa Clara to file an Application for Federal Assistance to prepare a FAR Part 150 Airport Noise Compatibility Planning Study for the Reid-Hillview Airport.

Please contact me at (408) 929-1060 if you have any questions or require additional information.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Jerome T. Bennett".

Jerome T. Bennett
Director, County Airports

JTB/ar

enclosure

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction Pre-application <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	2. DATE SUBMITTED 4-17-97	Applicant Identifier State Application Identifier 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): 94 - 6000533	7. TYPE OF APPLICANT: (enter appropriate letter in box) <input checked="" type="checkbox"/> B A. State B. County C. Municipal D. Township E. Interstate F. Intermunicipal G. Special District K. Independent School Dist. L. 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): 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: 20 - 106 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 Ending 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 <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;">a. Federal</td> <td style="width:15%;">\$ 151,200</td> <td style="width:15%;">.00</td> </tr> <tr> <td>b. Applicant</td> <td>\$ 9,240</td> <td>.00</td> </tr> <tr> <td>c. State</td> <td>\$ 7,560</td> <td>.00</td> </tr> <tr> <td>d. Local</td> <td>\$</td> <td>.00</td> </tr> <tr> <td>e. Other</td> <td>\$</td> <td>.00</td> </tr> <tr> <td>f. Program Income</td> <td>\$</td> <td>.00</td> </tr> <tr> <td>g. TOTAL</td> <td>\$ 168,000</td> <td>.00</td> </tr> </table>	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 April 17, 1997 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
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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 		e. Date Signed 4-17-97

AIRPORT CAPITAL IMPROVEMENT PLAN
 REID-HILLVIEW AIRPORT
 April 1997

Fiscal Year	Project Description	Total	FAA	State	County
1998	Runway and Taxiway Rehabilitation	\$300,000	\$270,000	\$13,500	\$16,500
1998	Airport Perimeter and Emergency Access Roads	170,000	153,000	7,650	9,350
1998	Airfield Signs	200,000	180,000	9,000	11,000
1998	Miscellaneous Drainage Improvements	60,000	54,000	2,700	3,300
1998	Apron Rehabilitation	900,000	810,000	40,500	49,500
1998	Part 150 Plan	168,000	151,200	7,560	9,240
1999	Conduct Master Plan	300,000	270,000	13,500	16,500
2000	Conduct Environmental Assessment	300,000	270,000	13,500	16,500
Total		\$2,398,000	\$2,158,200	\$107,910	\$131,890

APPLICATION FOR FEDERAL ASSISTANCE

**FAR PART 150
AIRPORT NOISE COMPATIBILITY PLANNING STUDY**

REID-HILLVIEW AIRPORT

Submitted to:

FEDERAL AVIATION ADMINISTRATION

Submitted by:

COUNTY OF SANTA CLARA, CALIFORNIA

April 1997

CONTENTS

PART I: APPLICATION FOR FEDERAL ASSISTANCE

- Transmittal Letter
- Application for Federal Assistance (Form 424)

PART II: PROJECT APPROVAL INFORMATION

- Project Approval Information (Form 5100-100)
- State Clearinghouse

PART III: BUDGET INFORMATION

- Budget Information (Form 5100-101)

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- Program Narrative

PART V: ASSURANCES

- Assurances-Airport Sponsors
- Current FAA Advisory Circulars for AIP Projects
- Standard DOT Title VI Assurances
- Certification for Contracts, Grants, Loans and
Cooperative Agreements
- Disclosure of Lobbying Activities



PART I

APPLICATION FOR FEDERAL ASSISTANCE



PART II

PROJECT APPROVAL INFORMATION

PART II

PROJECT APPROVAL INFORMATION

Item 1.

Does this assistance request require State, local, regional, or other priority rating? _____ Yes No

Name of Governing Body _____
Priority Rating _____

Item 2.

Does this assistance request require State, or local advisory, educational or health clearances? _____ Yes No

Name of Agency or Board _____
(Attach Documentation)

Item 3.

Does this assistance request require clearinghouse review in accordance with Executive Order 12372 _____ Yes _____ No

(Attach Comments)
State Clearinghouse
Office of Planning and Research

Item 4.

Does this assistance request require State, local, regional or other planning approval? _____ Yes _____ No

Name of Approving Agency _____
Date _____

Item 5.

Is the proposed project covered by an approved comprehensive plan? _____ Yes _____ No

Check one: State
Local
Regional
Location of Plan _____

Item 6.

Will the assistance requested serve a Federal installation? _____ Yes _____ No

Name of Federal Installation _____
Federal Population benefiting from Project _____

Item 7.

Will the assistance requested be on Federal land or installation? _____ Yes _____ No

Name of Federal Installation _____
Location of Federal Land _____
Percent of Project _____

Item 8.

Will the assistance requested have an impact or effect on the environment? _____ Yes _____ No

See instructions for additional information to be provided.

Item 9.

Will the assistance requested cause the displacement of individuals, families, businesses, or farms? _____ Yes _____ No

Number of:
Individuals _____
Families _____
Businesses _____
Farms _____

Item 10.

Is there other related assistance on this project previous, pending, or anticipated? _____ Yes _____ No

See instructions for additional information to be provided.



PART III

BUDGET INFORMATION

PART III - BUDGET INFORMATION

SECTION A - BUDGET SUMMARY

Grant Program, Function or Activity (a)	Federal Catalog No. (b)	Estimated Unobligated Funds		New or Revised Budget		Total (g)
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	
1.		\$	\$	\$ 151,200	\$ 16,800	\$ 168,000
2.						
3.						
4.						
5. TOTALS		\$	\$	\$ 151,200	\$ 16,800	\$ 168,000

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	- Grant Program, Function or Activity				Total (5)
	(1)	(2)	(3)	(4)	
a. Personnel	\$	\$	\$	\$	\$
b. Fringe Benefits				\$	
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	168,000				168,000
g. Construction					
h. Other					
i. Total Direct Charges					
j. Indirect Charges					
k. TOTALS	\$ 168,000	\$	\$	\$	\$ 168,000
7. Program Income	\$	\$	\$	\$	\$

SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program	(b) APPLICANT	(c) STATE	(d) OTHER SOURCES	(e) TOTALS
8	\$ 9,240	\$ 7,560	\$	\$ 16,800
9				
10.				
11				
12 TOTALS	\$ 9,240	\$ 7,560	\$	\$ 16,800

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter			2nd Quarter			3rd Quarter			4th Quarter		
13 Federal	\$ 151,200	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	\$ 37,800	
14 Non-Federal	16,800	4,200	4,200	4,200	4,200	4,200	4,200	4,200	4,200	4,200	4,200	4,200	
15 TOTAL	\$ 168,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program	FUTURE FUNDING PERIODS (YEARS)			
	(b) FIRST	(c) SECOND	(d) THIRD	(e) FOURTH
16.	\$	\$	\$	\$
17.				
18.				
19.				
20. TOTALS	\$	\$	\$	\$

SECTION F - OTHER BUDGET INFORMATION

(Attach additional Sheets If Necessary)

21 Direct Charges:

22 Indirect Charges:

23 Remarks:

PART IV PROGRAM NARRATIVE (Attach per instruction)

PART III
ESTIMATED BUDGET

<u>Element</u>	<u>Estimated Costs</u>
1.0 PROJECT COORDINATION	\$ 21,000
2.0 INVENTORY EXISTING AND PLANNED LAND USE INFORMATION AND COMPILE OWNERSHIP DATA	28,000
3.0 PREPARE NOISE EXPOSURE MAPS	55,000
4.0 PREPARE AIRPORT NOISE COMPATIBILITY PROGRAM	<u>64,000</u>
TOTAL	<u>\$168,000</u>

Budget estimate includes direct charges for travel, lodging, meals, mileage, equipment fees, computer services, printing and similar costs.



PART IV

PROGRAM NARRATIVE

PART IV. 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 CNEL noise contour, based on 171,500 annual aircraft operations in 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 2000, assuming the San Jose International Master Plan Preferred Alternative is adopted 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 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 an FAR Part 150 Study will establish the County's eligibility for Federal grant assistance in achieving land use compatibility and preventing further noncompatible 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 Airports
County of Santa Clara
Roads and Airports Department
101 Skyport Drive
San Jose, California 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, 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.

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 most recent 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 noise exposure model (INM Version 5.1) that will be used to project current and future CNEL noise levels in the FAR Part 150 Noise Study.

ELEMENT 3.0 - PREPARE NOISE EXPOSURE MAPS

Prepare the noise exposure maps 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 (SEL) 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 Predication 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 noncompatible 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 noise 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.

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.



PART V

ASSURANCES

ASSURANCES
Airport Sponsors

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of the Airport and Airway Improvement Act of 1982, as amended, or the Aviation Safety and Noise Abatement Act of 1979. As used herein, the term public agency sponsor means a public agency with control of a public-use airport; the term private sponsor means a private owner of a public-use airport; and the term sponsor includes both public agency sponsors and private sponsors.
3. Upon acceptance of the grant offer by the sponsor, these assurances are incorporated in and become part of the grant agreement.

B. Duration and Applicability.

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.** The terms, conditions and assurances of the grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurance against exclusive rights or the terms, conditions and assurances with respect to real property acquired with Federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.
2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.** The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.
3. **Airport Planning Undertaken by a Sponsor.** Unless otherwise specified in the grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 30, 32, 33, and 34 in section C apply to planning projects. 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 hereby assures and certifies, with 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. Federal Aviation Act of 1958 - 49 U.S.C. 1301, et seq.
- b. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.¹
- c. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- d. Hatch Act - 5 U.S.C. 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 - 42 U.S.C. 4601, et seq.^{1 2}

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.

¹ These laws do not apply to airport planning sponsors.

² These laws do not apply to private sponsors.

³ 49 CFR Part 18 and OMB Circular A-87 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under the Airport and Airway Improvement Act of 1982, as amended.

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

2. Responsibility and Authority of the Sponsor.

- a. **Public Agency 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.
- b. **Private Sponsor:** It has legal authority to apply for the grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this 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. It has sufficient funds available to assure operation and maintenance of items funded under the grant agreement which it will own or control.

4. Good Title.

- a. It holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.
- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

- a. 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, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.
- b. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in the grant agreement without approval by the Secretary. If the

applicable air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

11. **Local Approval.** In projects involving the construction or extension of any runway at any general aviation airport located astride a line separating two counties within a single state, it has received approval for the project from the governing body of all villages incorporated under the laws of that state which are located entirely within five miles of the nearest boundary of the airport.
12. **Terminal Development Prerequisites.** For projects which include terminal development at a public airport, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 612 of the Federal Aviation Act of 1958 and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.
13. **Accounting System, Audit, and Recordkeeping Requirements.**
 - 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 or 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 the 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 a 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.
14. **Minimum Wage Rates.** It shall include, in all contracts in excess of \$2,000 for work on any projects funded under the grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.
15. **Veteran's Preference.** It shall include in all contracts for work on any project funded under the grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Veterans of the Vietnam era and disabled veterans as defined in Section 515(c)(1) and (2) of the Airport and Airway Improvement Act of 1982. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.
16. **Conformity to Plans and Specifications.** It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the Secretary, shall be incorporated into this grant agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into the grant agreement.
17. **Construction Inspection and Approval.** It will provide and maintain competent technical supervision at

Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.
20. **Hazard Removal and Mitigation.** It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be 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.
21. **Compatible Land Use.** It will take appropriate action, including the adoption of zoning laws, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.
22. **Economic Nondiscrimination.**
- a. It will make its airport available as an airport for public use on fair and reasonable terms and without unjust discrimination, to all types, kinds and classes of aeronautical use.
 - b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to-
 - (1) furnish said services on a fair, equal, and not unjustly discriminatory basis to all users thereof, and
 - (2) charge fair, reasonable, and not unjustly discriminatory prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
 - c. Each fixed-based operator at any airport owned by the sponsor shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
 - d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
 - e. Each air carrier using such airport (whether as a tenant, nontenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or nontenants and signatory carriers and nonsignatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

26. **Reports and Inspections.** It will submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request. A report of the airport budget will be available to the public at reasonable times and places. For airport development projects, it will also make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request. For noise compatibility program projects, it will also make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of the grant agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request.
27. **Use by Government Aircraft.** It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that-
- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
 - b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.
28. **Land for Federal Facilities.** It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.
29. **Airport Layout Plan.**
- a. It will keep up to date at all times an airport layout plan 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 and proposed nonaviation areas and of all existing improvements thereon. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.
 - b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or

34. **Policies, Standards, and Specifications.** It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated August 1, 1994, and included in this grant, and in accordance with applicable state policies, standards, and specifications approved by the Secretary.
35. **Relocation and Real Property Acquisition.** (1) It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B. (2) It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24. (3) It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

CURRENT FAA ADVISORY CIRCULARS FOR AIP PROJECTS

Updated on: 8/1/94

NUMBER	SUBJECT
70/7460-1H CHG 1 & 2 150/5100-14C	Obstruction Marking and Lighting Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5210-5B	Painting, Marking and Lighting of Vehicles Used on an Airport
150/5210-7B	Aircraft Fire and Rescue Communications
150/5210-14	Airport Fire and Rescue Personnel Protective Clothing
150/5210-15	Airport Rescue & Firefighting Station Building Design
150/5210-18	Systems for Interactive Training of Airport Personnel
150/5220-4B	Water Supply Systems for Aircraft Fire and Rescue Protection
150/5220-10A	Guide Specification for Water/Foam Type Aircraft Rescue and Firefighting Vehicles
150/5220-13B	Runway Surface Condition Sensor Specification Guide
150/5220-14A	Airport Fire and Rescue Vehicle Specification Guide
150/5220-16A	Automated Weather Observing Systems for NonFederal Applications
150/5220-17A	Design Standards for Aircraft Rescue Firefighting Training Facilities
150/5220-18	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials
150/5220-19	Guide Specification for Small, Dual-Agent Aircraft Rescue and Firefighting Vehicles
150/5220-20 CHG 1	Airport Snow and Ice Control Equipment
150/5220-21 CHG 1	Guide Specification for Lifts Used to Board Airline Passengers With Mobility Impairments
150/5300-13 CHG 1, 2 & 3	Airport Design
150/5300-14	Design of Aircraft Deicing Facilities
150/5300-15	Use of Value Engineering for Engineering Design of Airport Grant Projects
150/5320-5B	Airport Drainage
150/5320-6C CHG 1 & 2	Airport Pavement Design and Evaluation
150/5320-12B	Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-14	Airport Landscaping for Noise Control Purposes
150/5325-4A CHG 1	Runway Length Requirements for Airport Design
150/5340-1G	Standards for Airport Markings
150/5340-4C CHG 1 & 2	Installation Details for Runway Centerline Touchdown Zone Lighting Systems
150/5340-5B CHG 1	Segmented Circle Airport Marker System
150/5340-14B CHG 1 & 2	Economy Approach Lighting Aids
150/5340-17B	Standby Power for NonFAA Airport Lighting Systems
150/5340-18C CHG 1	Standards for Airport Sign Systems

STANDARD DOT TITLE VI ASSURANCES

The County of Santa Clara (hereinafter referred to as the sponsor) hereby agrees that as a condition to receiving federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 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 (hereinafter referred to as the "Regulations") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, the sponsor agrees concerning this grant that:

1. Each "program" and "facility" as defined in Sections 21.23(e) and 21.23(b) will be conducted or operated in compliance with all requirements of the Regulations.
2. It will insert the clauses of Attachment 1 of this assurance in every contract subject to the Act and Regulations.
3. Where federal financial assistance is received to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
4. Where federal financial assistance is in the form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.
5. It will include the appropriate clauses set forth in Attachment 2 of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the sponsor with other parties:
 - (a) for the subsequent transfer or real property acquired or improved with federal financial assistance under this Project; and
 - (b) for the construction or use of or access to space on, over, or under real property acquired or improved with federal financial assistance under this Project.
6. This assurance obligates the sponsor for the period during which federal financial assistance is extended to the program, except where the federal financial assistance is to provide, or is in the form or personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the sponsor or any transferee for the longer of the following periods:


CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standards Form-LLL, "Disclosure of Lobby Activities," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

Signed


Sponsor's Authorized Representative

Dated

A-17-97

DISCLOSURE OF LOBBYING ACTIVITIES
CONTINUATION SHEET

1 by DMA
4-0046

Reporting Entity: _____

Page _____ of _____

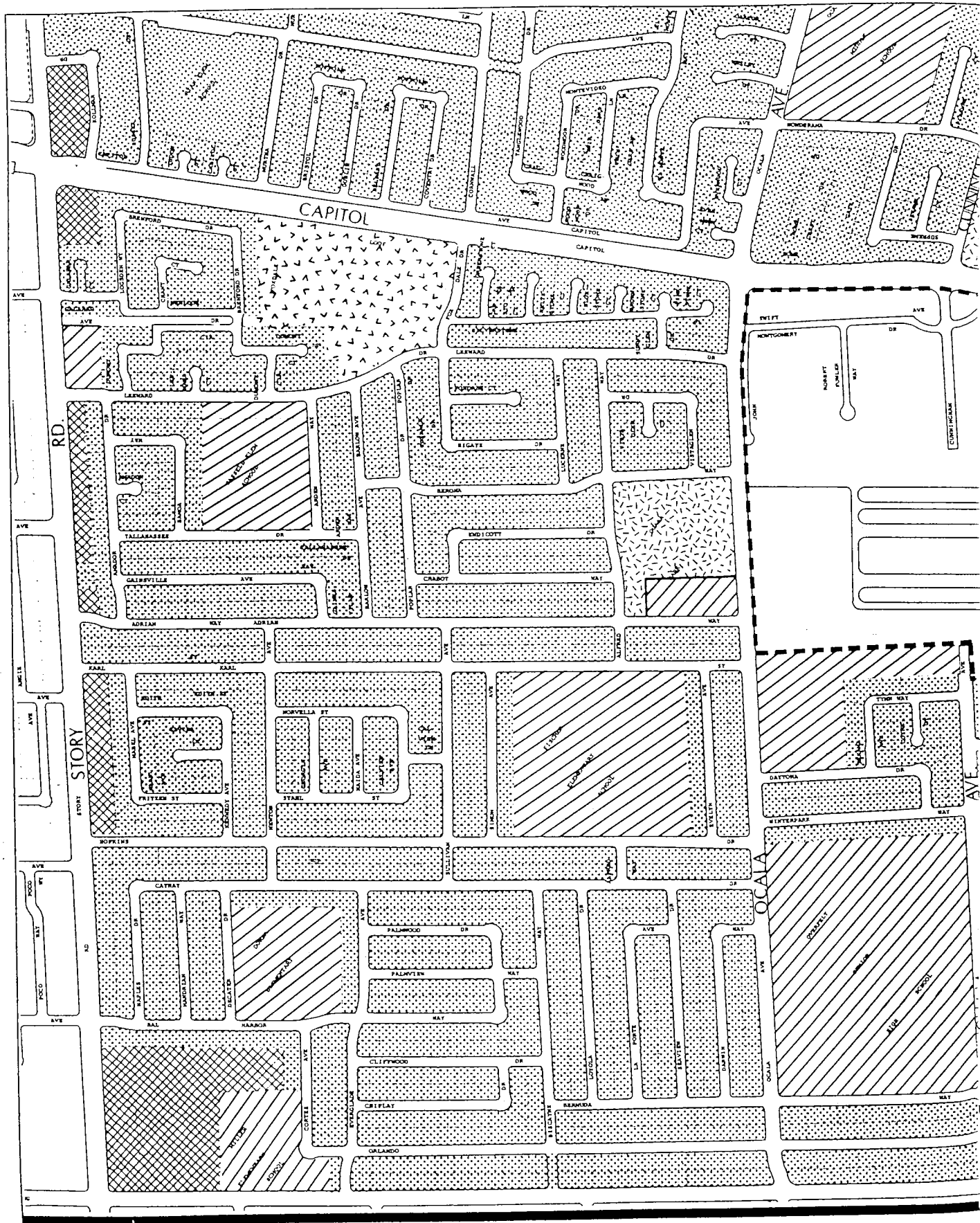
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37-C; 4410-18-C; 4510-2D-C; 4810-25-C; 3801-01-C;
4000-01-C; 3620-01-C; 6540-60-C; 6820-01-C; 4310-8F-
C; 6710-01-C; 4150-04-C; 7850-01-C; 7877-01-C; 7530-
01-C; 6050-20-C; 4910-02-C

Authorized for Local Reproduction
Standard Form - 111-A

**AIRPORT CAPITAL IMPROVEMENT PLAN
REID-HILLVIEW AIRPORT**

April 1997

Fiscal Year	Project Description	Total	FAA	State	County
1998	Runway and Taxiway Rehabilitation	\$300,000	\$270,000	\$13,500	\$16,500
1998	Airport Perimeter and Emergency Access Roads	170,000	153,000	7,650	9,350
1998	Airfield Signs	200,000	180,000	9,000	11,000
1998	Miscellaneous Drainage Improvements	60,000	54,000	2,700	3,300
1998	Apron Rehabilitation	900,000	810,000	40,500	49,500
1998	Part 150 Plan	168,000	151,200	7,560	9,240
1999	Conduct Master Plan	300,000	270,000	13,500	16,500
2000	Conduct Environmental Assessment	300,000	270,000	13,500	16,500
Total		\$2,398,000	\$2,158,200	\$107,910	\$131,890



EXISTING LAND USE

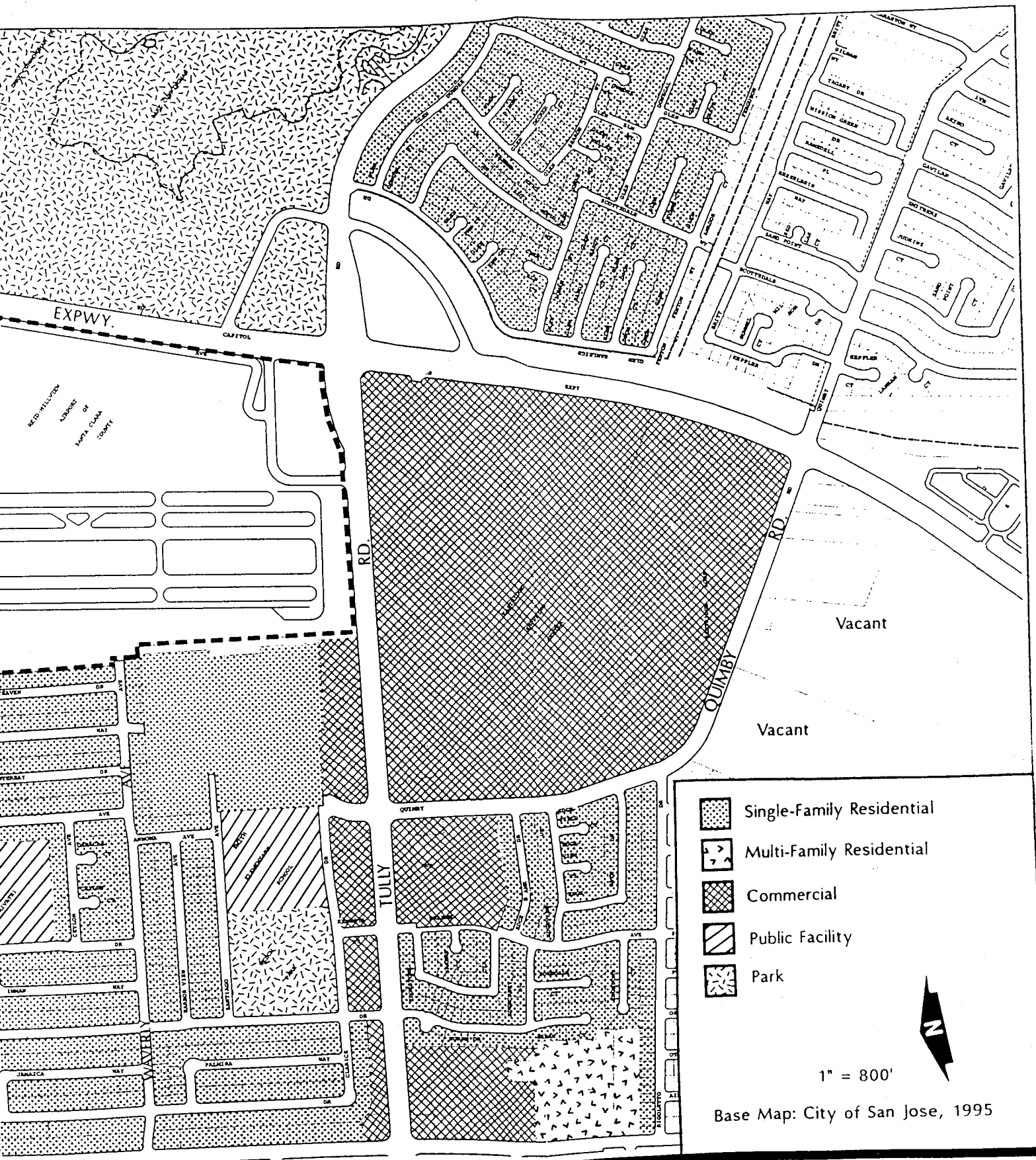


FIGURE 6