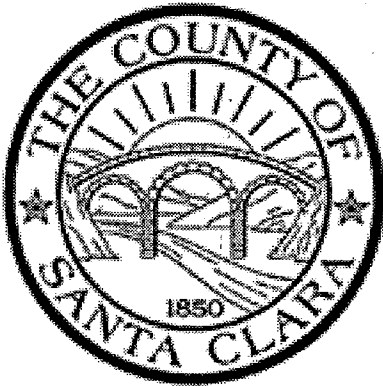


County of Santa Clara Clerk of the Board Transmittal Item Authorization Notice



The Agenda Transmittal Item number **66** that was heard by the Board of Supervisors on **4/10/2001** has received the following Board Action:

RECEIVED
MAY 02 2001
AIRPORT ADMIN

Considered recommendations relating to Federal Aviation Administration (FAA) Airport Improvement Program grant for Reid-Hillview Airport, and took the following actions:

- a. Authorized Administration to submit Airport Improvement Program Grant application to the FAA in the amount of \$940,050 for safety, security, energy conservation and infrastructure repair at Reid-Hillview Airport.
- b. Authorized Administration to submit grant application to the California Department of Transportation for matching funds in the amount of \$47,002.
- c. Authorized Chairperson to execute necessary documents relating to acceptance of Federal and State Grant offers if received.

cc: M. Scholes
Const. ops
Fiscal
4/30/01
J

ROADS & AIRPORTS
DEPARTMENT
RECEIVED
APR 30 1 05 PM '01
COUNTY OF
SANTA CLARA

Distribution

4/26/01 - Approved transmittal to: Roads and Airports Department /ml

Mahaia O. Layosa

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302

Approved Accepted Adopted Denied Presented

BY THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CLARA

Phyllis A. Paraz, Clerk of the Board
By Mahalia O. Layton
Deputy Clerk

Date: APR 10 2001



RA-7 R

TRANSMITTAL MEMORANDUM

Page 1 of 3

Prepared by: Michael L. Scholes
Reviewed by: Jerome T. Bennett
Submitted by: Michael L. Scholes

S.D.: 2
City: San Jose
Date: April 2, 2001

COUNTY BOARD OF SUPERVISORS: Agenda Date: April 10, 2001 Item No. 66

FROM: MJM Michael J. Murdter, Director
Roads and Airports Department

SUBJECT: **FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT
IMPROVEMENT PROGRAM GRANT FOR REID-HILLVIEW AIRPORT**

RECOMMENDED ACTION:

Consider recommendations relating to a Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant for Reid-Hillview Airport.

Possible Actions:

1. Authorize staff to submit an Airport Improvement Program grant application to the Federal Aviation Administration in the amount of \$940,050 for a safety, security, energy conservation and infrastructure repair project at Reid-Hillview Airport.
2. Authorize staff to submit a grant application to the California Department of Transportation for state matching funds in the amount of \$47,002.
3. Authorize the Chairperson to accept the federal and state grant offers from the Federal Aviation Administration and the California Department of Transportation, respectively, if received.

FISCAL IMPLICATIONS:

There is no fiscal impact to the County General Fund. The total project cost is \$1,044,500 of which 90% (\$940,050) would be funded by the FAA-AIP grant, 4.5% (\$47,002) with state matching funds and 5.5% (\$57,448) with local matching funds. The Airport Enterprise Fund FY2002 Recommended Budget includes funding for the local match. The Department will recognize the additional revenues in FY2002.

DATE: April 2, 2001

COUNTY BOARD OF SUPERVISORS AGENDA DATE: April 10, 2001

SUBJECT: FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROGRAM
(AIP) GRANT FOR REID-HILLVIEW AIRPORT

CONTRACT HISTORY:

None.

REASONS FOR RECOMMENDATION/BACKGROUND:

The Aviation Investment and Reform Act for the 21st Century (AIR-21) included a significant increase in funding for the Airport Improvement Program. Airport staff has identified the following safety, security, energy conservation and infrastructure repair elements that would be eligible for AIP funding and are included in the recommended project application:

1. **Apron/Taxiway Drainage Improvements (\$275,500)** – Corrects drainage problems that threaten the pavements reconstructed under previous AIP projects.
2. **Apron Rehabilitation (\$299,000)** – Rehabilitates pavement in areas not funded under previous AIP projects.
3. **Access Road Rehabilitation (\$145,000)** – Rehabilitates the badly deteriorated main entrance road to the airport (Cunningham Ave.) from Capitol Expressway to the entrance of the air operations area.
4. **Security Fencing and Gates (\$116,000)** – Replaces and relocates a security fence which is in poor condition along the westerly airport perimeter between Waverly and Cunningham Avenues.
5. **Wind Indicators and Segmented Circle (\$59,000)** – Improves flight safety by installing a new primary wind cone and segmented circle and two supplemental windsocks near the end of each runway. These devices are used by pilots to determine wind direction and magnitude and to determine which runway to use when the control tower is closed.
6. **Runway End Identifier Lights (REIL) Replacement (\$65,000)** – Enhances flight safety by replacing the existing REILs, which are in poor condition.
7. **Pilot Controlled Lighting (\$10,000)** – Conserves electrical energy by allowing pilots to turn on the airfield lighting using the aircraft's radio instead of keeping the lights on continuously between 10:00 p.m. and 7:00 a.m. when the FAA Air Traffic Control Tower is closed.
8. **Beacon Tower and Electrical Service Rehabilitation (\$75,000)** – Rehabilitates the steel tower supporting the airport's rotating beacon and replaces the underground electrical service feed providing power to the beacon.

DATE: April 2, 2001

COUNTY BOARD OF SUPERVISORS AGENDA DATE: April 10, 2001

SUBJECT: FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT IMPROVEMENT PROGRAM
(AIP) GRANT FOR REID-HILLVIEW AIRPORT

Acceptance of the grant offer will obligate the County to accomplish the described project and adhere to the terms, conditions, and assurances contained in the grant agreement for a period not to exceed 20 years. Should the County fail to comply, a pro-rata return of grant monies may be required. Attachment 2, Paragraph C lists the 37 grant assurances, which cover a wide variety of subject matter including Operation & Maintenance (No. 19), Compatible Land Use (No. 21), Economic Nondiscrimination (No. 22), Exclusive Rights (No. 23), Fee and Rental Structure (No. 24), Airport Revenues (No. 25), Airport Layout Plan (No. 29) and Disposal of Land (No. 31). The following FAA-AIP grants previously accepted by the County have grant assurances that are still operative:

<u>Grant Identifier</u>	<u>Grant Amount</u>	<u>Acceptance Date</u>	<u>Expiration date of Grant Assurances</u>
AIP 3-06-0225-02	\$900,000	Sep 1984	Sep 2004
AIP 3-06-0225-03	\$556,832	Sep 1988	Sep 2008
AIP 3-06-0225-04	\$1,665,000	Sep 1998	Sep 2018

The recommended grant application, if approved by the FAA, would in effect extend the County's obligations under previous grant agreements by about three years.

CONSEQUENCES OF NEGATIVE ACTION:

The County will not apply for FAA-AIP grant funds or state matching funds. The safety, security, energy conservation and infrastructure repair project will not be accomplished.

STEPS FOLLOWING APPROVAL:

Send copy of transmittal, with notification of Board action affixed, to Lupe Rosales, Roads and Airports Department, 101 Skyport Drive.

Attachments: 1. Project Application Program Narrative
2. FAA Grant Assurances

**PART IV – PROGRAM NARRATIVE
APPLICATION FOR FEDERAL ASSISTANCE
SANTA CLARA COUNTY – REID-HILLVIEW AIRPORT
AIP 3-06-0225-07**

INTRODUCTION

The project funding requested in AIP Project No. 3-06-0225-07 is specifically designed to rehabilitate existing facilities at the Reid-Hillview Airport. The following is a detailed description of the projects requested by the County, listed in order of their priority.

PROJECT DESCRIPTION

Project 1 – Apron/Taxiway Drainage Improvements

Currently, aircraft taxilanes between the hangar buildings and adjacent to the aprons are experiencing drainage problems that threaten the pavements constructed under previous AIP projects. In many locations, water is ponding adjacent to the taxilanes and the pavement is beginning to show distress. Project 1 consists of the installation of trench drains and pipe to eliminate the ponding and preserve the existing pavement. The estimated cost for this project is as follows:

Trench Drain	2,400 L.F. @ \$75.00/L.F.	\$180,000
12-Inch Drain Pipe	150 L.F. @ \$40.00/L.F.	6,000
Catch Basin	3 Each @ \$2,500.00/Each	7,500
Pavement Removal	24,000 S.F. @ \$.50/S.F.	12,000
Asphalt Concrete	300 Tons @ \$50.00/Ton	<u>15,000</u>
		\$220,500
Total Construction		
Engineering and Inspection		<u>55,000</u>
		\$275,500
Project Total		

Project 2 – Apron Rehabilitation

Under the AIP-03 and AIP-04 projects, much of the existing apron areas were rehabilitated by overlay or reconstruction. Project 2 consists of the rehabilitation of the remaining apron areas. The total area of apron rehabilitation will be 144,000 square feet and, depending on the level of distress, rehabilitation shall consist of reconstruction or overlay. Existing tiedown anchors will be adjusted, fuel-resistant seal will be applied under parking positions, and existing taxiway markings and tiedown position markings will be reapplied. The estimated cost for this work is:

Pavement Reconstruction	40,000 S.F. @ \$2.00/S.F.	\$80,000
AC Overlay	2,000 Ton @ \$50.00/Tons	100,000
Paving Fabric	15,000 S.Y. @ \$1.00/S.Y.	15,000
Fuel-Resistant Seal	16,000 S.Y. @ \$1.50/S.Y.	24,000
Pavement Cold Milling	19,000 S.F. @ \$.50/S.F.	9,500
Tiedown Anchor Adjustment	150 Each @ \$50.00/Each	7,500
Marking	Lump Sum	<u>3,000</u>
		\$239,000
Construction Total		
Engineering and Inspection		<u>60,000</u>
		\$299,000
Project Total		

Project 3 - Access Road Rehabilitation

The main access road serving the airport is badly deteriorated from the intersection with Capitol Expressway to the airport parking lot and the two main access gates to the airport. Project 2 consists of the reconstruction and overlay of the existing asphalt pavement and the improvement of drainage on the access road. Also included in the project is pavement marking. The estimated cost for this project is:

Pavement Reconstruction	16,000 S.F. @ \$3.00/S.F.	\$48,000
AC Overlay	600 Tons @ \$50.00/Tons	30,000
Paving Fabric	5,000 S.Y. @ \$1.00/S.Y.	5,000
Cold Milling	22,000 S.F. @ \$.50/S.F.	11,000
PCC Valley Gutter	200 L.F. @ \$25.00/L.F.	5,000
Catch Basin	1 Each @ \$2,000.00/Each	2,000
18-Inch Drain Pipe	200 L.F. @ \$50.00/L.F.	10,000
Pavement Marking	Lump Sum	<u>5,000</u>
		\$116,000
Construction Total		
Engineering and Inspection		<u>29,000</u>
		\$145,000
Project Total		

Project 4 - Security Fencing and Gates

The existing security fencing along the west airport perimeter between Waverly and Cunningham Avenues is in poor condition and is incorrectly located inside of the existing airport property line. Additionally, all existing drive and walk gates are manually operated resulting in poor airport security. Project 4 consists of the replacement of approximately 1,000 lineal feet of 8-foot-high chain link fence, the installation of four automatic drive gates, and the installation of four walk gates with access control equipment. The estimated cost for this project is:

Fence Removal	Lump Sum	\$2,000
8-foot Chain Link Fence	1,000 L.F. @ \$25.00/L.F.	25,000
Automatic Drive Gate	4 Each @ \$15,000.00/Each	60,000
Walk Gate with Access Control	4 Each @ \$1,500.00/Each	<u>6,000</u>
Construction Total		\$ 93,000
Engineering and Inspection		<u>23,000</u>
Project Total		\$116,000

Project 5 - Wind Indicators and Segmented Circle

The existing wind cone and segmented circle are in poor condition and are not adequately visible from the air. Additionally, there are no wind indicators near the ends of the runways. Project 5 consists of the installation of a new primary wind cone and segmented circle and the installation of two supplemental wind socks near the end of each runway. The segmented circle will be painted on an asphalt pad constructed between the runways in the location of the existing primary wind cone. The existing wiring to the wind cone will be removed and replaced. The supplemental wind socks will be installed between the runways, near each runway end. Power to the supplemental wind socks will be extended from the existing runway light circuit. The estimated cost for this project is:

Primary Wind Cone	Lump Sum	\$10,000
Wind Cone Circuit	1,200 L.F. @ \$10.00/L.F.	12,000
Segmented Circle	Lump Sum	15,000
Supplemental Wind Sock	2 Each @ \$5,000.00/Each	<u>10,000</u>
Construction Total		\$47,000
Engineering and Inspection		<u>12,000</u>
Project Total		\$59,000

Project 6 - REIL Replacement

Currently, the REILs serving Runways 13L and 31R are in poor condition and frequently out of service. These are FAA owned and operated facilities and replacement is not programmed for the near future. This is a vital facility in this area and the County proposes to replace the existing REIL with new equipment, owned and maintained by the County. The existing REIL feeder circuit will also be replaced. The estimated cost for this project is:

REIL	2 Each @ \$12,000.00/Each	\$24,000
REIL Power Service	2,800 L.F. @ \$10.00/L.F.	<u>28,000</u>
Construction Total		\$52,000
Engineering and Inspection		<u>13,000</u>
Project Total		\$65,000

Project 7 - Pilot Controlled Lighting

Currently, the runway and taxiway light system remains on from dusk till dawn. With increased energy cost, some additional control of the lighting is required. Project 7 provides for the installation of pilot controlled lighting in the existing power building. The estimated cost for this project is:

Pilot Controlled Lighting	Lump Sum	\$8,000
Engineering and Inspection	Lump Sum	<u>2,000</u>
		\$10,000
<hr/>		
Project Total		

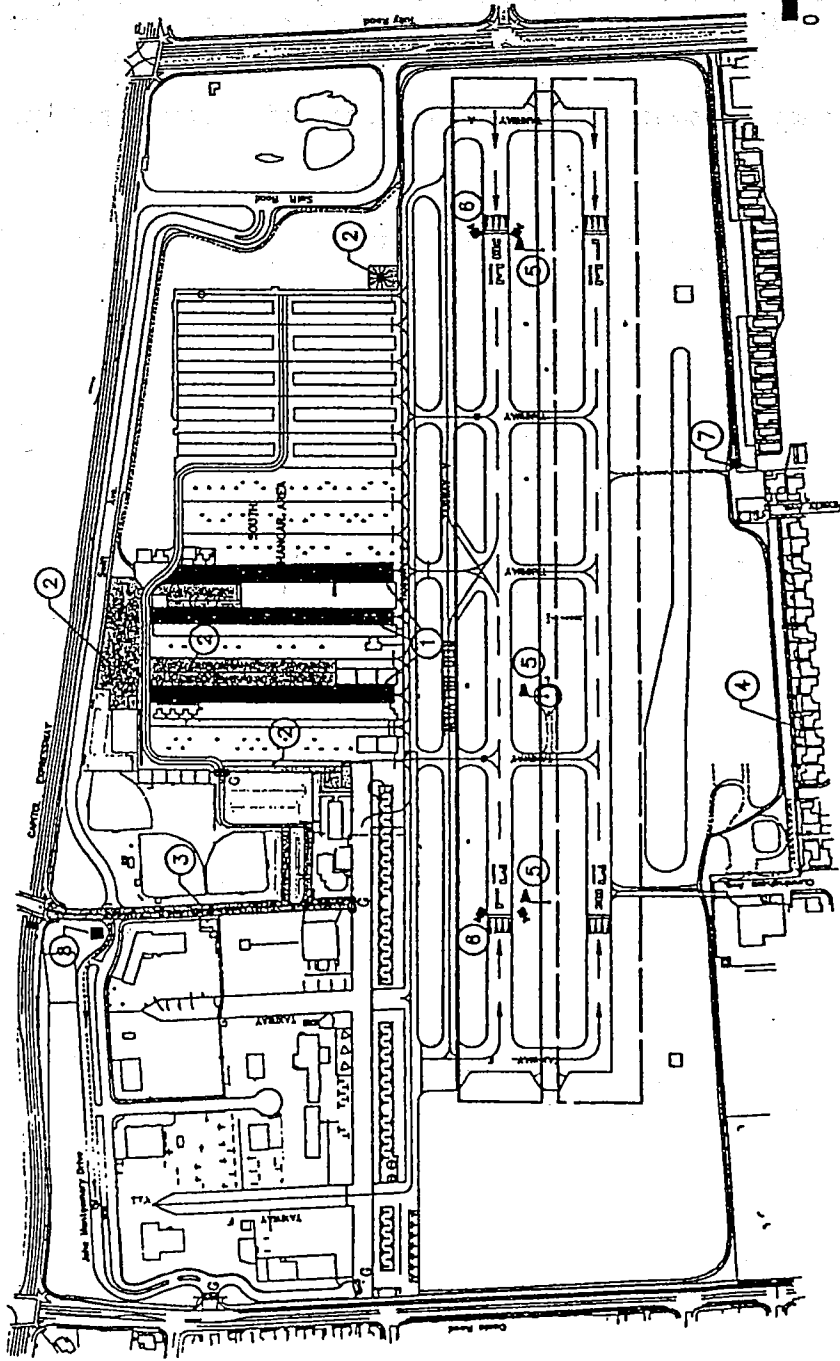
Project 8 - Beacon Tower and Electrical Service Rehabilitation

Currently, the beacon tower is in need of paint to prevent deterioration. Additionally, the beacon power service is old and unreliable. Project 8 includes sandblasting and repainting the exiting beacon tower and replacement of the electrical service conduits. The estimated cost for this project is:

Conduit and Cable - Native	2,200 L.F. @ \$10.00/L.F.	\$22,000
Conduit and Cable - Pavement	1,200 L.F. @ \$15.00/L.F.	18,000
Beacon Tower Rehabilitation	Lump Sum	<u>20,000</u>
Construction Total		\$60,000
Engineering and Inspection		<u>15,000</u>
Project Total		\$75,000

Reid-Hillview Airport
Cost Estimate Summary
AIP 3-06-0225-07

Project	Description	Total Cost	Federal Share	State Share	County Share
1	Apron/Taxiway Drainage	\$275,500	\$247,950	\$12,397	\$15,153
2	Apron Rehabilitation	299,000	269,100	13,455	16,445
3	Access Road Rehabilitation	145,000	130,500	6,525	7,975
4	Security Fence and Gates	116,000	104,400	5,220	6,380
5	Wind Indicators and Segmented Circle	59,000	53,100	2,655	3,245
6	REIL	65,000	58,500	2,925	3,575
7	Pilot Controlled Lighting	10,000	9,000	450	550
8	Beacon Tower and Electrical Service	75,000	67,500	3,375	4,125
	TOTAL	\$1,044,500	\$940,050	\$47,002	\$57,448



REVISION

PROJECT

- 1 APRON/TAXIWAY DRAINAGE IMPROVEMENTS
- 2 APRON REHABILITATION
- 3 ACCESS ROAD REHABILITATION
- 4 SECURITY FENCE & GATES (G)
- 5 WIND INDICATORS & SEGMENTED CIRCLE
- 6 REL
- 7 PILOT CONTROLLED LIGHTING
- 8 BEACON TOWER & ELECTRICAL SERVICE REHABILITATION

Project Sketch

Reld Hillview Airport
 A.I.P. 3-06-0225-07
 March 12, 2001

SHUTT MOEN

 ASSOCIATES

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 Title 49, U.S.C., subtitle VII, as amended. 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 assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of 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. Title 49, U.S.C., subtitle VII, as amended.
- 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 Title 42 U.S.C. 4601, et seq.^{1,2}
- f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).¹
- g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.¹
- h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended.
- j. Coastal Zone Management Act, P.L. 93-205, as amended.
- k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.¹
- l. Title 49 U.S.C., Section 303, (formerly known as Section 4(f)).
- m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
- n. Civil Rights Act of 1964 - Title VI - 42 U.S.C. 2000d through d-4.
- o. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- p. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- q. Architectural Barriers Act of 1968 - 42 U.S.C. 4151, et seq.¹

- r. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 73.1
- s. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.¹
- t. Copeland Antikickback Act - 18 U.S.C. 874.¹
- u. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.¹
- v. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- w. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.²
- x. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

Executive Orders

- Executive Order 11246 - Equal Employment Opportunity¹
- Executive Order 11990 - Protection of Wetlands
- Executive Order 11998 - Flood Plain Management
- Executive Order 12372 - Intergovernmental Review of Federal Programs
- Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New Building Construction¹
- Executive Order 12898 - Environmental Justice

Federal Regulations

- a. 14 CFR Part 13 - Investigative and Enforcement Procedures.
- b. 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
- c. 14 CFR Part 150 - Airport noise compatibility planning.
- d. 29 CFR Part 1 - Procedures for predetermination of wage rates.¹
- e. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.¹
- f. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).¹
- g. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally-assisted contracting requirements).¹
- h. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.
- i. 49 CFR Part 20 - New restrictions on lobbying.
- j. 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.
- k. 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in Airport Concessions.
- l. 49 CFR Part 24 - Uniform relocation assistance and real property acquisition for Federal and federally assisted programs.^{1,2}
- m. 49 CFR Part 26 - Participation By Disadvantaged Business Enterprises in Department of Transportation Programs.
- n. 49 CFR Part 27 - Nondiscrimination on the basis of handicap in programs and activities receiving or benefitting from Federal financial assistance.¹
- o. 49 CFR Part 29 - Government wide debarment and suspension (non-procurement) and government wide requirements for drug-free workplace (grants).
- p. 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. contractors.
- q. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.¹

Office of Management and Budget Circulars

- a. A-87 - Cost Principles Applicable to Grants and Contracts with State and Local Governments.
- b. A-133 - Audits of States, Local Governments, and Non-Profit Organizations.
 - 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 Title 49, United States Code.

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 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, a public agency or the Federal government, 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 transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of the grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.

c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in the grant agreement and shall insure that such arrangement also requires compliance therewith.

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

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

8. **Consultation with Users.** In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.
9. **Public Hearings.** In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.
10. **Air and Water Quality Standards.** In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable 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. **Pavement Preventive Maintenance.** With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.
12. **Terminal Development Prerequisites.** For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, 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 Record Keeping 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 47112 of Title 49, United States Code. 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 the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. **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 the 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 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.

19. **Operation and Maintenance.**

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary.

In furtherance of this assurance, the sponsor will have in effect arrangements for-

- (1) Operating the airport's aeronautical facilities whenever required;
- (2) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
- (3) Promptly notifying airmen of any condition affecting aeronautical use of the airport. 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, to the extent reasonable, including the adoption of zoning laws, 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 the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

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 to 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 reasonable, and not unjustly discriminatory, basis to all users thereof, and

(2) charge 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 the airport 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.

f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to maintenance, repair, and fueling] that it may choose to perform.

g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. **Exclusive Rights.** It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and

b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport.

It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. **Fee and Rental Structure.** It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. Provided, however, that if covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operators facilities, including the airport, to support not only the airport but also the airport owner or operators general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

26. Reports and Inspections. It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;
- b. for airport development projects, 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;
- c. for noise compatibility program projects, 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; and
- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 - (i) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 - (ii) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

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 replacement thereof to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities.

30. 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, except where Federal financial assistance is to provide, or is in the form of 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: (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or (b) the period during which the sponsor retains ownership or possession of the property.

31. Disposal of Land.

a. For land purchased under a grant for airport noise compatibility purposes, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will, at the discretion of the Secretary, 1) be paid to the Secretary for deposit in the Trust Fund, or 2) be reinvested in an approved noise compatibility project as prescribed by the Secretary.

b. (1) For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (a) upon application to the Secretary, be reinvested in another eligible airport improvement project or projects approved by the Secretary at that airport or within the national airport system, or (b) be paid to the Secretary for deposit in the Trust Fund if no eligible project exists.

(2) Land shall be considered to be needed for airport purposes under this assurance if (a) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (b) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

c. Disposition of such land under (a) or (b) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services. It will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping 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 of the airport.

33. **Foreign Market Restrictions.** It will not allow funds 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.

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 Airport projects, dated - 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.

36. **Access By Intercity Buses.** The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport, however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. **Disadvantaged Business Enterprises.** The recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non discrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26, and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801).