

File No. 200376

Committee Item No. 8

Board Item No. 3

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date June 3, 2020

Board of Supervisors Meeting

Date June 9, 2020

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Grant Information Form |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
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OTHER (Use back side if additional space is needed)

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| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <u>Project Application</u> |
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Completed by: Linda Wong

Date May 29, 2020

Completed by: Linda Wong

Date June 4, 2020

AMENDED IN COMMITTEE
6/3/2020

FILE NO. 200376

RESOLUTION NO.

1 [Accept and Expend Grants - Federal Aviation Administration - Noise Insulation Program
2 Grant - Not to Exceed \$7,777,039]

3 **Resolution retroactively authorizing the Airport Commission to accept and expend**
4 **grants in an amount not to exceed \$7,777,039, and any additional amounts up to 15% of**
5 **the original grant, that may be offered from the Federal Aviation Administration for the**
6 **continuation and expansion of the Noise Insulation Program, contingent on receipt by**
7 **the Airport Commission of one or more grant offers from the Federal Aviation**
8 **Administration for the period of October 1, 2019 through September 30, 2024**

9
10 WHEREAS, The continuation and expansion of the Noise Insulation Program (“NIP”) to
11 be implemented at San Francisco International Airport (the “Airport”) is eligible for federal
12 grant assistance under the Federal Aviation Administration (“FAA”) Airport Improvement
13 Program (“AIP”); and

14 WHEREAS, The San Francisco Airport Commission (the “Airport Commission”) manages the NIP, which provides noise insulation to eligible properties located within the
15 minimum noise thresholds (defined as 65 decibels Community Noise Equivalent Level) on the
16 Airport Noise Exposure Map or part of contiguous neighborhoods partially within this area;
17 and
18

19 WHEREAS, On October 3, 2017, by Resolution No. 17-0240, the Commission
20 approved the implementation of the Replacement and Second Chance Acoustic Treatment
21 Initiative, which provides for (1) the acoustic treatment of properties not previously insulated
22 because owners did not participate in the NIP, which is eligible for AIP grant funding, and
23 (2) the replacement of failed noise insulation of properties previously insulated under the NIP
24 using funds from the Airport’s operating budget, which is not eligible for AIP grant funding; and
25

1 WHEREAS, The Airport Director has filed a grant application to seek federal grant
2 assistance under the AIP during federal fiscal year 2019/20 in an estimated amount of
3 \$7,777,039 for the continuation and expansion of the NIP; and

4 WHEREAS, On March 17, 2020, pursuant to Resolution No. 20-0054, the Airport
5 Commission approved the acceptance and expenditure of such grant funds; and

6 WHEREAS, Under Administrative Code Section 10.170-1, the acceptance and
7 expenditure of federal, state, or other grant funds in the amount of \$100,000 or more is
8 subject to the approval by resolution of the Board of Supervisors; and

9 WHEREAS, The onset of COVID-19, a new coronavirus causing severe upper
10 respiratory illness, has resulted in a substantial decrease in passenger levels and revenues at
11 the Airport in Fiscal Year 2019-2020; and

12 WHEREAS, The federal Coronavirus Aid, Relief and Economic Security (CARES) Act
13 was enacted on March 27, 2020 to provide financial relief to various governmental and
14 corporate entities, including airports; and

15 WHEREAS, The FAA will award and administer the CARES Act funding for airports,
16 which includes additional grant funding to increase in the federal share for AIP and
17 supplemental discretionary grants for federal fiscal year 2020 to 100 percent (the
18 “Supplemental Grant Funding”); and

19 WHEREAS, As a condition to receipt of CARES Act funding, the City must continue to
20 employ, through December 31, 2020, at least 90 percent of the number of individuals
21 employed (after making adjustments for retirements or voluntary employee separations) at the
22 Airport as of March 27, 2020, the date of enactment of the CARES Act; and

23 WHEREAS, The AIP provides for reimbursement of up to 80% of the allowable noise
24 insulation related project costs, and the CARES Act Supplemental Grant Funding provides for
25 reimbursement of the remaining 20% of the allowable costs; and

1 WHEREAS, Under 49 U.S. Code § 47115(f), the FAA may, in its discretion, reduce
2 discretionary AIP grant funding to the extent that the Airport's Annual Service Payment to the
3 City has grown at a rate that exceeds inflation; and

4 WHEREAS, FAA has stated it plans to reduce discretionary AIP grant funding by
5 \$5,000,000 for the continuation and expansion of the NIP, thereby requiring the Airport to fund
6 \$5,000,000 of NIP costs that would otherwise be eligible for AIP grant funding; and

7 WHEREAS, The \$12,777,039 total cost of the continuation and expansion of the NIP is
8 expected to be funded by \$5,000,000 of Airport funding, \$5,221,631 of AIP grant funding, and
9 \$2,555,408 of Supplemental Grant Funding; and

10 WHEREAS, On May 8, 2020, pursuant to Resolution No. 20-0078, the Airport
11 Commission approved the acceptance and expenditure of AIP grant funds and Supplemental
12 Grant Funding for the continuation and expansion of the NIP, superseding Airport
13 Commission Resolution No. 20-0054; and

14 WHEREAS, Acceptance and expenditure of this grant does not require an Annual
15 Salary Ordinance amendment; and

16 WHEREAS, The Airport Commission proposes to maximize use of available grant
17 funds on program expenditures by not including indirect costs in the grant budget; now,
18 therefore, be it

19 RESOLVED, That the Airport Commission is hereby authorized to accept and expend
20 an FAA AIP grant and Supplemental Grant Funding in a combined amount not to exceed
21 \$7,777,039, and any additional amounts up to 15% of the original grant amount, that may be
22 offered by the FAA; and, be it

23 FURTHER RESOLVED, That the Board of Supervisors hereby waives inclusion of
24 indirect costs in the grant budget; and, be it

1 FURTHER RESOLVED, That the Airport Commission is hereby authorized to accept
2 and expend the grant funds pursuant to Administrative Code, Section 10.170-1; and, be it

3 FURTHER RESOLVED, That the Airport Director is authorized to enter into one or
4 more grant agreements with the FAA on behalf of the City for acceptance of the grant funds
5 authorized by this Resolution; and, be it

6 FURTHER RESOLVED, That the authorizations contained in this Resolution are
7 contingent on receipt by the Airport Commission of one or more grant offers from FAA
8 consistent with this Resolution; and, be it

9 FURTHER RESOLVED, That within thirty (30) days of each such grant agreement
10 being fully executed by all parties, the Airport Commission shall provide a copy to the Clerk of
11 the Board of Supervisors for inclusion in the official file.

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Recommended:

_____/S/_____

Department Head

Approved: _____/S/_____

Mayor

Approved: _____/S/_____

Controller

<p>Item 8 Files 20-0376</p>	<p>Department: San Francisco International Airport (Airport)</p>
<p>EXECUTIVE SUMMARY</p>	
<p style="text-align: center;">Legislative Objectives</p> <ul style="list-style-type: none"> • The proposed resolution would authorize the San Francisco Airport Commission to (1) accept and expend grants in an amount not to exceed \$7,777,039, and any additional amounts up to 15 percent of the original grant that may be offered from the Federal Aviation Administration for the continuation and expansion of the Noise Insulation Program, for the period of October 1, 2019 through September 30, 2024, contingent on receipt by the Airport Commission of one or more grant offers from the Federal Aviation Administration, and (2) commit to providing an estimated \$5,000,000 in local matching funds. <p style="text-align: center;">Key Points</p> <ul style="list-style-type: none"> • In October 2017, the Airport Commission approved the implementation of the Replacement and Second Chance Initiative, which provides for the replacement of failed noise insulation of properties, and the acoustic treatment of properties not previously insulated because owners did not participate in the Noise Insulation Program in previous phases. • The Noise Insulation Program grant funds will be used to provide for the noise insulation of properties to minimize the impact of aircraft noise in neighboring communities. The scope of work includes outreach and analysis to confirm each property’s eligibility, acoustical testing, and design and construction of noise insulation improvements. The properties will be considered for the program if located inside the current 65-decibel Noise Exposure Map (NEM) developed by the Airport and accepted by the FAA or are part of contiguous neighborhoods adjacent to the NEM. As of May 2020, it is estimated that approximately 85 to 105 of 568 potentially eligible properties will be included in the 2020-2024 phase of the Noise Insulation Program. These properties are in Millbrae, San Bruno, Daly City, and South San Francisco. <p style="text-align: center;">Fiscal Impact</p> <ul style="list-style-type: none"> • The total budget for the Noise Insulation Program grant project is \$12,777,039. The Federal Aviation Administration grant will fund \$5,221,631, and the CARES Act Supplemental Grant Funding will fund \$2,555,408, for a total of \$7,777,039. In addition, the Airport will fund \$5,000,000 of the total project costs. The source of the local matching funds is General Airport Revenue Bonds as part of the Airport Capital Improvement Plan. <p style="text-align: center;">Policy Consideration</p> <ul style="list-style-type: none"> • The Airport states that the FAA has indicated that COVID-19 has not impacted the grant program and funding, grant timelines or milestones. The Noise Insulation Program is proceeding as scheduled, and the Airport does not anticipate COVID-19 to have an impact on the scope of work or the program. <p style="text-align: center;">Recommendation</p> <ul style="list-style-type: none"> • Approve the proposed resolution. 	

MANDATE STATEMENT

City Administrative Code Section 10.170-1 states that accepting Federal, State, or third-party grant funds in the amount of \$100,000 or more, including any City matching funds required by the grant, is subject to Board of Supervisors approval.

BACKGROUND

In October 2017, the Airport Commission approved the implementation of the Replacement and Second Chance Initiative, which provides for the replacement of failed noise insulation of properties, and the acoustic treatment of properties not previously insulated because owners did not participate in the Noise Insulation Program in previous phases. In May 2020, the Airport Commission authorized the acceptance and expenditure of Federal Fiscal Year 2020 Federal Aviation Administration (FAA) Airport Improvement Program (AIP)¹ grant funds for the continuation and expansion of the Airport’s Noise Insulation Program in the anticipated amount of \$10,300,000, which was later modified to \$7,777,039 to reflect a more realistic estimate of the funds that would be provided by the Federal Aviation Administration. Subsequent phases of the program will be planned with future grants.

Under the Noise Insulation Program, properties are considered if they are located within the minimum thresholds (defined as 65 decibels Community Noise Equivalent Level) on the Noise Exposure Map or are part of contiguous neighborhoods partially within certain areas around the Airport. The Airport has identified approximately 568 potential properties that could be eligible for noise insulation work. For planning purposes, the Airport is assuming approximately 85 to 105 of these 568 properties will be included in the 2020-2024 phase of the proposed grant.²

DETAILS OF PROPOSED LEGISLATION

The proposed resolution would authorize the San Francisco Airport Commission to (1) accept and expend grants in an amount not to exceed \$7,777,039, and any additional amounts up to 15 percent of the original grant that may be offered from the Federal Aviation Administration for the continuation and expansion of the Noise Insulation Program, for the period of October 1, 2019 through September 30, 2024, contingent on receipt by the Airport Commission of one or more grant offers from the Federal Aviation Administration, and (2) commit to providing an estimated \$5,000,000 in local matching funds.

¹ The Airport Improvement Program (AIP) provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).

² According to Ms. Tzvete Katchakova, Senior Financial Grant Analyst at the Airport, between the early 1980s and early 2000s, more than 15,200 properties were insulated under the Noise Insulation Program. In the most recent phases (between 2008 and 2019), the Noise Insulation Program has included insulation of 67 properties.

The Airport Commission approved acceptance of the proposed grant in May 2020. Although the grant period began at the beginning of the federal fiscal year on October 1, 2019, according to Ms. Tzvete Katchakova, Senior Financial Grant Analyst at the Airport, the actual grant start date is anticipated in June 2020.

Services Provided

The Noise Insulation Program grant funds will be used to provide for the noise insulation of properties to minimize the impact of aircraft noise in neighboring communities. The scope of work includes outreach and analysis to confirm each property's eligibility, acoustical testing, and design and construction of noise insulation improvements. The properties will be considered for the program if located inside the current 65-decibel Noise Exposure Map (NEM) developed by the Airport and accepted by the FAA or are part of contiguous neighborhoods adjacent to the NEM. As of May 2020, it is estimated that approximately 85 to 105 of 568 potentially eligible properties will be included in the 2020-2024 phase of the Noise Insulation Program. These properties are in Millbrae, San Bruno, Daly City, and South San Francisco. Owners of the uninsulated properties will have their properties acoustically treated to reduce the interior noise level by five decibels or more.

Matching Funds

The FAA's AIP grant program reimburses up to 80 percent of the allowable noise insulation related project costs. However, according to Ms. Katchakova, because the AIP grant funds are awarded on a discretionary basis, the FAA has indicated that \$5,000,000 of discretionary funds will not be available. Consequently, the Airport will need to provide local matching funds of \$5,000,000. In addition, the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act funding will reimburse 20 percent of noise insulation related project costs. The CARES Act provides \$10 billion in economic relief funds for eligible U.S. airports affected by the COVID-19 outbreak, an upper respiratory tract illness. The CARES Act funding for airports includes two components: (1) formula-based grant funding for any purpose for which airport revenues may lawfully be used (Relief Funding); and (2) supplemental discretionary grants to increase the federal share of Federal Fiscal Year 2020 AIP grant-funded projects to 100 percent (Supplemental Grant Funding). There is no local match required for either type of CARES Act funds. Based on FAA's calculation of the statutory formula under the CARES Act, the Airport expects to receive \$254,780,449 of Relief Funding.³ A resolution authorizing the Airport to accept these funds is pending before the Board of Supervisors (File 20-0543).

³ As a requirement for receiving CARES Act funds, the City and County of San Francisco, as sponsor of the Airport, must continue to employ, through December 31, 2020, at least 90 percent of the number of individuals employed (after making adjustments for retirements or voluntary employee separations) at the Airport as of March 27, 2020, the enactment date of the CARES Act.

Performance Monitoring

AIP grants are subject to compliance with standard reporting and monitoring requirements, such as annual financial and quarterly performance reports for the duration of the grant. Data collection and quarterly reporting requirements for the grant project include reporting on the following:

- 1) Acoustical testing plan;
- 2) Initial survey of properties;
- 3) Policies and procedures manual;
- 4) Evaluation of older properties (per Section 106 of the National Historic Preservation Act);
- 5) Acoustical testing before noise insulation;
- 6) Outreach to owners of eligible properties;
- 7) Architectural surveys/plans and specifications;
- 8) Construction contractor selection; and
- 9) Construction of noise insulation improvements

According to performance reports from February 27, 2017 through April 18, 2020 for the 2016-2020 AIP grant, objectives were achieved, and a final construction close-out report was completed on March 23, 2020 and submitted to the FAA on April 7, 2020.

FISCAL IMPACT

The total budget for the Noise Insulation Program grant project is \$12,777,039. The FAA AIP grant will fund \$5,221,631, and the CARES Act Supplemental Grant Funding⁴ will fund \$2,555,408, for a total of \$7,777,039 in grant funding. In addition, the Airport will fund \$5,000,000 of the total project costs. The source of the local matching funds is General Airport Revenue Bonds as part of the Airport Capital Improvement Plan. Table 1 below summarizes grant funding for the Noise Insulation Program project.

⁴ The second component of the CARES Act increases the federal share of Federal Fiscal Year 2020 AIP grant-funded projects to 100 percent (Supplemental Grant Funding). The Supplemental Grant Funding of \$2,555,408 is separate from and in addition to the \$254,780,449 of Relief Funding.

Table 1. Noise Insulation Program Project Budget Estimate

Cost Category	Description	FAA AIP Grant Funds	CARES Act Supplemental Grant Funding	Airport/Local Match Funds	Total Project Cost
Architectural Engineering Basic Fees	Pre-design process (including architectural, mechanical, electrical, and hazmat surveys), permit research, preparation and review of existing conditions report, preparation of 100 percent contract documents and cost estimates, bid award and contractor selection	\$1,015,299	\$496,876	\$972,205	\$2,484,380
Other Architectural Engineering Basic Fees	Windshield survey, acoustical test plan update, homeowners' outreach, acoustical testing, county assessors records research, coordination with owners for execution of avigation easements and agreements	\$490,673	\$240,130	\$469,847	\$1,200,650
Project Inspection Fees	Submittals and shop drawings review, cost proposals request, daily construction inspections, substantial and final inspections, closeout documents review and preparation, as-built plans review, construction reports	\$740,519	\$362,402	\$709,088	\$1,812,009
Construction Cost	Construction costs for noise insulation of properties	\$2,975,140	\$1,456,000	\$2,848,860	\$7,280,000
Total Project Cost		\$5,221,631	\$2,555,408	\$5,000,000	\$12,777,039

Source: May 2020 Noise Insulation Program (2020-2024 Phase) Grant Budget

According to Ms. Katchakova, approximately \$20,000 of necessary preliminary work has been expended towards the project on planning costs. No grant funds have been encumbered or expended. If the grant is approved by the Board of Supervisors and awarded, eligible planning costs incurred before the grant award may be submitted to the FAA for reimbursement. The Airport does not anticipate incurring any ongoing costs once the project is complete and grant funds expire.

POLICY CONSIDERATION

The Airport's projected revenue shortfall due to COVID-19 and reduced air travel is estimated by the Controller and Mayor's Budget Office to be from \$190 to \$220 million in FY2019-20. According to Ms. Ronda Chu, Capital Finance Director at the Airport, other sources of funds are available to offset reductions in operating revenues, including \$254.8 million in CARES Act funds, \$530 million in Passenger Facility Fund balance, and \$500 million in Commercial Paper authority. According to Ms. Katchakova, the FAA has indicated that COVID-19 has not impacted the AIP

grant program and funding, grant timelines or milestones. The Noise Insulation Program is proceeding as scheduled, and the Airport does not anticipate COVID-19 to have an impact on the scope of work or the program.

RECOMMENDATION

Approve the proposed resolution.

File Number: _____
(Provided by Clerk of Board of Supervisors)

Grant Resolution Information Form
(Effective July 2011)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: Coronavirus Aid, Relief, and Economic Security Act (CARES Act) and Airport Improvement Program (AIP) Noise Insulation Program Grant
2. Department: Airport
3. Contact Person: Tina Ko Telephone: (650) 821-2826
4. Grant Approval Status (check one):
 Approved by funding agency Not yet approved
5. Amount of Grant Funding Approved or Applied for: \$7,777,039
6. a. Matching Funds Required: \$5,000,000¹
b. Source(s) of matching funds (if applicable): General Airport Revenue Bonds
7. a. Grant Source Agency: Federal Aviation Administration
b. Grant Pass-Through Agency (if applicable): n/a

8. Proposed Grant Project Summary: The requested CARES Act funds and AIP grant funds will provide for the noise insulation of properties to minimize the impact of aircraft noise in neighboring communities. To be considered, the properties must be located within the minimum thresholds (defined as 65 decibels Community Noise Equivalent Level) on the Noise Exposure Map or be part of contiguous neighborhoods partially within this area and meet other eligibility requirements. Scope of work includes outreach and analysis to confirm each property's eligibility, acoustical testing, and design and construction of noise insulation improvements.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

Start-Date: 10/01/2019

End-Date: 09/30/2024

10. a. Amount budgeted for contractual services: \$11,900,000
b. Will contractual services be put out to bid? Yes.
c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? N/A
d. Is this likely to be a one-time or ongoing request for contracting out? One-time.
11. a. Does the budget include indirect costs?
 Yes No
b. 1. If yes, how much? \$

¹ As these federal funds are awarded on a discretionary basis, the Federal Aviation Administration has indicated that \$5,000,000 of discretionary funds will not be available. As such, this would require the Airport to develop an alternative financing plan such as the use of General Airport Revenue Bonds to fund \$5,000,000 of the NIP project costs.

- b. 2. How was the amount calculated?
- c. 1. If no, why are indirect costs not included?
 Not allowed by granting agency To maximize use of grant funds on direct services
 Other (please explain):
- c. 2. If no indirect costs are included, what would have been the indirect costs? N/A

12. Any other significant grant requirements or comments:

On March 27, 2020, the federal CARES Act was signed into law. The CARES Act provides \$10 billion in economic relief funds for eligible U.S. airports affected by the prevention of, preparation for, and response to the outbreak of a new strain of coronavirus (COVID-19), an upper respiratory tract illness. The Federal Aviation Administration will administer the CARES Act funds. In FFY 2020 the Airport anticipates receiving both – AIP grant funds and CARES Act supplemental discretionary grant funds for the Noise Insulation Program.

As a requirement for receiving CARES Act funds, the Airport must continue to employ through December 31, 2020, at least 90% of the number of individuals employed (after making adjustments for retirements or voluntary employee separations) as of March 27, 2020, the date of enactment of the CARES Act.

****Disability Access Checklist***(Department must forward a copy of all completed Grant Information Forms to the Mayor's Office of Disability)**

13. This Grant is intended for activities at (check all that apply):

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Existing Site(s) | <input checked="" type="checkbox"/> Existing Structure(s) | <input checked="" type="checkbox"/> Existing Program(s) or Service(s) |
| <input type="checkbox"/> Rehabilitated Site(s) | <input type="checkbox"/> Rehabilitated Structure(s) | <input type="checkbox"/> New Program(s) or Service(s) |
| <input type="checkbox"/> New Site(s) | <input type="checkbox"/> New Structure(s) | |

14. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Mayor's Office on Disability Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Susan Kim
(Name)

Diversity, Equity, and Inclusion Manager and Title VI/Sec 504 Coordinator
(Title)

Date Reviewed: 5/18/2020

Susan Kim
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Ivar C. Satero
(Name)

Airport Director
(Title)

Date Reviewed: _____

(Signature Required)

San Francisco International Airport
Noise Insulation Program 2020-2024 Phase
Detailed Budget

Category	Description	Project Budget	AIP Grant Funds	CARES Act Funds	Airport Funds
Architectural Engineering Basic Fees	Pre-design process (including architectural, mechanical, electrical, and hazmat surveys), permit research, preparation and review of existing conditions report, preparation of 100% contract documents and cost estimates, bid award and contractor selection	\$ 2,484,380	\$ 1,015,299	\$ 496,876	\$ 972,205
Other Architectural Engineering Basic Fees	Windshield survey, acoustical test plan update, homeowners outreach, acoustical testing, county assessors records research, coordination with owners for execution of avigation easements and agreements	\$ 1,200,650	\$ 490,673	\$ 240,130	\$ 469,847
Project Inspection Fees	Submittals and shop drawings review, cost proposals request, daily construction inspections, substantial and final inspections, closeout documents review and preparation, as-built plans review, construction reports	\$ 1,812,009	\$ 740,519	\$ 362,402	\$ 709,088
Construction Cost	Construction	\$ 7,280,000	\$ 2,975,140	\$ 1,456,000	\$ 2,848,860
Total Project Budget		\$ 12,777,039	\$ 5,221,631	\$ 2,555,408	\$ 5,000,000

AIRPORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 20-0078

AUTHORIZATION TO ACCEPT AND EXPEND CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY ACT FEDERAL FUNDS AND FEDERAL AVIATION ADMINISTRATION AIRPORT IMPROVEMENT PROGRAM GRANT FUNDS FOR THE CONTINUATION AND EXPANSION OF THE NOISE INSULATION PROGRAM IN AN AMOUNT OF UP TO \$10,300,000, PLUS ADDITIONAL AMOUNTS UP TO 15% OF THE ORIGINAL GRANT AMOUNT THAT MAY BE OFFERED, SUPERSEDING RESOLUTION NO. 20-0054

WHEREAS, the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act was enacted on March 27, 2020 to provide financial relief to various governmental and corporate entities, including airports; and

WHEREAS, the CARES Act funding for airports includes two components: (1) formula-based grant funding to airports for any purpose for which airport revenues may lawfully be used (Relief Funding), and (2) supplemental discretionary grants to increase the federal share of Federal Fiscal Year (FFY) 2020 Airport Improvement Program (AIP) grant-funded projects to 100 percent (Supplemental Grant Funding); and

WHEREAS, the Federal Aviation Administration (FAA) will award CARES Act Relief Funding to airports and administer the Supplemental Grant Funding; and

WHEREAS, all airport sponsors receiving CARES Act funding must continue to employ, through December 31, 2020, at least 90 percent of the number of individuals employed (after making adjustments for retirements or voluntary employee separations) at the airport as of March 27, 2020, the enactment date of the CARES Act; and

WHEREAS, there is no local match required for the Supplemental Grant Funding; and

WHEREAS, the continuation and expansion of the Noise Insulation Program (NIP) at San Francisco International Airport (Airport) is eligible for federal assistance under the AIP; and

WHEREAS, the Airport Director has filed a grant application to seek federal assistance under the AIP for the continuation and expansion of the NIP; and

AIRPORT COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 20-0078

WHEREAS, on March 17, 2020, by Resolution No. 20-0054, the Airport Commission authorized the Airport Director to accept and expend AIP grant funds for the continuation and expansion of the NIP in an amount up to \$7,000,000, plus additional amounts up to 15% of the original grant amount that may be offered, during FFY 2020 or later, and to execute the related grant agreement; and

WHEREAS, in light of the CARES Act, the Airport now expects to accept and expend approximately \$10,300,000 in combined AIP and Supplemental Grant Funding for the continuation and expansion of the NIP; and

WHEREAS, approval of the San Francisco Board of Supervisors is required to accept and expend grants of this type in the amount of \$100,000 or more, and the Airport has not yet received this approval; now, therefore, be it

RESOLVED, that, upon receipt by the Airport of AIP and Supplemental Grant Funding from the FAA for the continuation and expansion of the NIP, the Airport Commission authorizes the Airport Director to accept and expend the grant funds in an amount of up to \$10,300,000, plus additional amounts up to 15% of the original grant amount that may be offered, during FFY 2020 or later as determined by the Director based on the project implementation schedule, and to execute the related grant agreement; and, be it further

RESOLVED, that the Commission Secretary, for and on behalf of and in the name of the Airport Commission, is authorized and directed to seek the approval of the San Francisco Board of Supervisors to accept and expend the grant funds; and, be it further

RESOLVED, that this Resolution supersedes Resolution No. 20-0054.

Page 2 of 2

I hereby certify that the foregoing resolution was adopted by the Airport Commission

at its meeting of _____

MAY - 8 2020

Secretary



MEMORANDUM

May 8, 2020

20-0076

20-0077

20-0078

~~20-0079~~ MAY - 8 2020

TO: AIRPORT COMMISSION
Hon. Larry Mazzola, President
Hon. Eleanor Johns, Vice President
Hon. Richard J. Guggenlime
Hon. Malcolm Yeung

FROM: Airport Director

SUBJECT: Authorization to Accept and Expend Federal Funds in the Amounts of up to:
(1) \$254,780,449 for any Lawful Airport Purpose; (2) \$9,300,000 for the Taxiway B5 Rehabilitation Project, Superseding Resolution No. 20-0053; and (3) \$10,300,000 for the Continuation and Expansion of the Noise Insulation Program, Superseding Resolution No. 20-0054

DIRECTOR'S RECOMMENDATION: ACCEPT AND EXPEND FEDERAL FUNDS IN THE AMOUNTS OF UP TO: (1) \$254,780,449 FOR ANY LAWFUL AIRPORT PURPOSE; (2) \$9,300,000 FOR THE TAXIWAY B5 REHABILITATION PROJECT, SUPERSEDING RESOLUTION NO. 20-0053; AND (3) \$10,300,000 FOR THE CONTINUATION AND EXPANSION OF THE NOISE INSULATION PROGRAM, SUPERSEDING RESOLUTION NO. 20-0054, PLUS ADDITIONAL AMOUNTS UP TO 15% OF THE ORIGINAL AMOUNTS THAT MAY BE OFFERED.

Executive Summary

In Federal Fiscal Year (FFY) 2020, the San Francisco International Airport (Airport) anticipates receiving federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds and Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant funds for certain eligible projects and purposes. The three proposed Resolutions authorize the acceptance and expenditure of up to:

- (1) \$254,780,449 plus additional amounts up to 15% of the original grant amount that may be offered in CARES Act funds for any lawful airport purpose;
- (2) \$9,300,000 plus additional amounts up to 15% of the original grant amount that may be offered in combined AIP grant funds and CARES Act supplemental grant funds for the Taxiway B5 Rehabilitation Project; and
- (3) \$10,300,000 plus additional amounts up to 15% of the original grant amount that may be offered in combined AIP grant funds and CARES Act supplemental grant funds for the continuation and expansion of the Noise Insulation Program (NIP).

Prior to the enactment of the CARES Act, the Commission authorized the acceptance and expenditure of AIP grant funds for the Taxiway B5 Rehabilitation Project and the continuation and expansion of the NIP with estimated grant amounts on March 17, 2020, by Resolution Nos. 20-0053 and 20-0054, respectively. Staff is now returning to the Commission because the CARES Act provides supplemental grant funding for these two projects, increasing the grant amounts above the levels approved on March 17, 2020. An increase to the authorization to accept and expend the additional federal funds is now required. The proposed Resolutions will supersede Resolution Nos. 20-0053 and 20-0054.

Background

The CARES Act provides \$10 billion in economic relief funds for eligible U.S. airports affected by COVID-19 outbreak, an upper respiratory tract illness.

The CARES Act funding for airports includes two components:

- (1) formula-based grant funding for any purpose for which airport revenues may lawfully be used (Relief Funding); and
- (2) supplemental discretionary grants to increase the federal share of FFY 2020 AIP grant-funded projects to 100% (Supplemental Grant Funding).

There is no local match required for either type of CARES Act funds. The FAA will award the Relief Funding and administer the Supplemental Grant Funding.

As a requirement for receiving CARES Act funds, the City and County of San Francisco, as sponsor of the Airport, must continue to employ, through December 31, 2020, at least 90% of the number of individuals employed (after making adjustments for retirements or voluntary employee separations) at the Airport as of March 27, 2020, the enactment date of the CARES Act.

Relief Funding

Based on FAA's calculation of the statutory formula under the CARES Act, the Airport expects to receive \$254,780,449 of Relief Funding. The FAA will distribute the Relief Funding on a reimbursement basis for eligible expenditures incurred on or after January 20, 2020.

The attached Resolution authorizes the acceptance and expenditure of the Relief Funding on budgeted Airport operating purposes, including debt service and/or operations and maintenance expenses, for Fiscal Years (FY) 2019/20 and 2020/21, or both.

Taxiway B5 Rehabilitation Project

Based on the anticipated final FFY 2020 AIP grant application for the Taxiway B5 Rehabilitation project, the Airport expects to receive approximately \$9,300,000 in combined AIP and Supplemental Grant Funding to cover 100% of the grant-eligible project costs.

The attached Resolution authorizes the acceptance and expenditure of grant funds for the Project during FFY 2020 or later, as determined by the Director based on the project implementation schedule.

Scope of Work

This Project will rehabilitate Taxiway B5, a connector taxiway between Taxiways A and B. Taxiway B will also be rehabilitated between Taxiways B3 and B5. Rehabilitation work includes selected areas of deep pavement repair, mill and overlay, replacement of in-pavement lights, and updates to signage and surface markings. The total area of work is three acres.

The pavement has reached the end of its useful life. Between 2015 and 2019, the Airport performed multiple pavement repairs. The completion of this project will extend the pavement's useful life and eliminate the repeated pavement failures occurring in the area.

On March 17, 2020, by Resolution No. 20-0052, the Commission determined to proceed with the Taxiway B5 Rehabilitation project, and, by Resolution No. 20-0053, the Commission approved the acceptance and expenditure of up to \$7,500,000 of AIP grant funds for the project. The proposed Resolution will supersede Resolution No. 20-0053, which did not include the increased federal share of funding available through the CARES Act.

Continuation and Expansion of the Noise Insulation Program

Based on the anticipated final FFY 2020 AIP grant application for the NIP, the Airport expects to receive approximately \$10,300,000 in combined AIP and Supplemental Grant Funding to cover 100% of the grant-eligible project costs.

The attached Resolution authorizes the acceptance and expenditure of grant funds for the continuation and expansion of the NIP during FFY 2020 or later, as determined by the Director based on the project implementation schedule.

Noise Insulation Program Background

Since the early 1980s, the Airport has made significant efforts to minimize the impact of aircraft noise in neighboring communities through acoustic treatment of eligible properties. In 1983, the Airport became the first airport in the nation to receive an FAA grant for noise insulation. In 1992, the Airport entered into a Memorandum of Understanding with neighboring cities and the County of San Mateo to insulate eligible properties. The NIP was subsequently expanded through the implementation of a supplemental program in 2000. The supplemental program was completed in 2008. All NIP work until then was managed by the local communities and all the costs were paid with Airport funds and FAA grants. In 2008, the Airport started managing the NIP directly.

On October 3, 2017, by Resolution No. 17-0240, the Commission approved the implementation of the Replacement and Second Chance Acoustic Treatment Initiatives. These initiatives provide for (1) the replacement of failed noise insulation of properties previously insulated under the NIP (Replacement Initiative); and (2) the acoustic treatment of eligible properties not previously insulated because owners did not participate in the NIP (Second Chance Initiative). The Replacement Initiative is funded through the Airport's Operating Budget. The Second Chance Initiative is funded with a combination of Airport funds and FAA grants.

On March 17, 2020, by Resolution No. 20-0054, the Commission approved the acceptance and expenditure of up to \$7,000,000 of AIP grant funds for the continuation and expansion of the NIP. The proposed Resolution will supersede Resolution No. 20-0054, which did not include the increased federal share of funding available through the CARES Act.

Scope of Work

This project will insulate approximately 80-100 properties as part of the NIP's Second Chance Initiative. To be considered for insulation, properties must be located within the 65-decibel Noise Exposure Map or be part of contiguous neighborhoods partially within this area and must meet all other FAA eligibility requirements. The scope of work will include outreach and analysis to confirm each property's eligibility, acoustical testing, and design and construction of noise insulation improvements.

Additional Authorizations

Approval of the San Francisco Board of Supervisors (Board) is required to accept and expend grants of this type in the amount of \$100,000 or more.

The Airport has not yet received Board approval to accept and expend the Relief Funding of \$254,780,449 and the federal grant funding of approximately \$10,300,000 for the NIP. If approved by the Commission, the Airport will seek the approval of the Board to accept and expend the Relief Funding and the federal grant funding for the NIP.

There is sufficient appropriation for the use of the federal grant funding for the Taxiway B5 Rehabilitation project as approved through the City and County of San Francisco's Annual Budget and Appropriation Ordinance for FY 2018/19 and FY 2019/20. Therefore, no additional Board approval is required to accept and expend federal funds for this project.

Recommendation

I recommend the Commission adopt the attached three Resolutions authorizing the acceptance and expenditure of up to: (1) \$254,780,449 plus additional amounts up to 15% of the original grant amount that may be offered in Relief Funding; (2) \$9,300,000 plus additional amounts up to 15% of the original grant amount that may be offered in combined AIP and Supplemental Grant Funds for the Taxiway B5 Rehabilitation project; and (3) \$10,300,000 plus additional amounts up to 15% of the original grant amount that may be offered in combined AIP and Supplemental Grant Funds for the continuation and expansion of the NIP. I further recommend that the Commission authorize the Commission Secretary to seek approval from the Board to accept and expend the Relief Funding and the AIP and Supplemental Grant Funding for the NIP.



Ivar C. Satero
Airport Director

Prepared by: Leo Fermin
Chief Business and Finance Officer

Attachments

AIRPORT COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 20-0054

AUTHORIZATION TO ACCEPT AND EXPEND FEDERAL AVIATION ADMINISTRATION GRANT FUNDS FOR THE CONTINUATION AND EXPANSION OF THE NOISE INSULATION PROGRAM, IN THE AMOUNT OF \$7,000,000, PLUS ADDITIONAL AMOUNTS UP TO 15% OF THE ORIGINAL GRANT AMOUNT THAT MAY BE OFFERED

- WHEREAS, the continuation and expansion of the Noise Insulation Program (NIP) at San Francisco International Airport (Airport) is eligible for federal assistance under the Federal Aviation Administration (FAA) Airport Improvement Program (AIP); and
- WHEREAS, the AIP provides for reimbursement of up to 80% of the allowable noise insulation related project costs; and
- WHEREAS, the Airport Director has filed a grant application to seek federal assistance under the AIP in an estimated amount of \$7,000,000 for the continuation and expansion of the NIP; and
- WHEREAS, approval of the San Francisco Board of Supervisors is required to accept and expend grants in the amount of \$100,000 or more; now, therefore, be it
- RESOLVED, that, upon receipt by the Airport of an AIP Grant Offer from the FAA for the continuation and expansion of the NIP, the Airport Commission authorizes the Airport Director to accept and expend the grant funds, in an amount estimated to be \$7,000,000, plus additional amounts up to 15% of the original grant amount that may be offered during Federal Fiscal Year 2020 or such later Federal Fiscal Year as determined by the Director based on the project implementation schedule, and to execute the related grant agreement; and, be it further
- RESOLVED, that the Commission Secretary, for and on behalf of and in the name of the Airport Commission, is authorized and directed to seek the approval of the San Francisco Board of Supervisors to accept and expend the grant funds under Section 10.170-1 of the San Francisco Administrative Code.

*I hereby certify that the foregoing resolution was adopted by the Airport Commission
at its meeting of* _____

MAR 17 2020


Secretary



San Francisco International Airport

MEMORANDUM

March 17, 2020

TO: AIRPORT COMMISSION
Hon. Larry Mazzola, President
Hon. Eleanor Johns
Hon. Richard J. Guggenlime
Hon. Malcolm Yeung

20-0054

MAR 17 2020

FROM: Airport Director

SUBJECT: Authorization to Accept and Expend Federal Aviation Administration Grant Funds for the Continuation and Expansion of the Noise Insulation Program in the Amount of \$7,000,000

DIRECTOR'S RECOMMENDATION: ACCEPT AND EXPEND FEDERAL AVIATION ADMINISTRATION GRANT FUNDS FOR THE CONTINUATION AND EXPANSION OF THE NOISE INSULATION PROGRAM, IN THE AMOUNT OF \$7,000,000, PLUS ADDITIONAL AMOUNTS UP TO 15% OF THE ORIGINAL GRANT AMOUNT THAT MAY BE OFFERED.

Executive Summary

In Federal Fiscal Year (FFY) 2020, San Francisco International Airport (Airport) anticipates receiving Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant funds for certain eligible projects. The proposed Resolution authorizes the acceptance and expenditure of AIP grant funds for the continuation of the Airport's Noise Insulation Program (NIP), in the amount of \$7,000,000, plus any additional amounts offered by the FAA, not to exceed 15% of the original grant amount.

Background

Since the early 1980s, the Airport has made significant efforts to minimize the impact of aircraft noise in neighboring communities through acoustic treatment of eligible properties. In 1983, the Airport became the first airport in the nation to receive an FAA grant for noise insulation. In 1992, the Airport entered into a Memorandum of Understanding with neighboring cities and the County of San Mateo to insulate eligible properties. The NIP was subsequently expanded through the implementation of a supplemental program in 2000. The supplemental program was completed in 2008. All NIP work until then was managed by the local communities and all the costs were paid with Airport funds and FAA grants. In 2008, the Airport started managing the NIP directly.

On October 3, 2017, by Resolution No. 17-0240, the Commission approved the implementation of the Replacement and Second Chance Acoustic Treatment Initiatives. These initiatives provide for (1) the replacement of failed noise insulation of properties previously insulated under the NIP (Replacement Initiative); and (2) the acoustic treatment of eligible properties not previously insulated because owners did not participate in the NIP (Second Chance Initiative). The Replacement Initiative is funded through the Airport's Operating Budget. The Second Chance Initiative is funded with a combination of Airport funds and FAA grants covering up to 80% of the allowable noise insulation costs.

THIS PRINT COVERS CALENDAR ITEM NO. 10

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED
MAYOR

LARRY MAZZOLA
PRESIDENT

ELEANOR JOHNS

RICHARD J. GUGGENHIME

MALCOLM YEUNG

IVAR C. SATERO
AIRPORT DIRECTOR

Scope of Work


The Airport plans to use the estimated \$7,000,000 FAA grant together with an estimated \$5,500,000 Airport funds to insulate approximately 80-100 properties as part of the NIP's Second Chance Initiative. To be considered for insulation, properties must be located within the 65-decibel Noise Exposure Map or be part of contiguous neighborhoods partially within this area and must meet all other FAA eligibility requirements. The scope of work will include outreach and analysis to confirm each property's eligibility, acoustical testing, and design and construction of noise insulation improvements.

The attached Resolution authorizes acceptance and expenditure of grant funds during FFY 2020 or a later FFY as determined by the Director based on the project implementation schedule.

If approved by the Commission and if offered grant funding by the FAA, the Airport will seek the approval of the San Francisco Board of Supervisors (Board) to accept and expend the grant. Board approval is required for grants exceeding \$100,000 under Section 10.170-1 of the San Francisco Administrative Code.

Recommendation

I recommend the Commission adopt the attached Resolution authorizing the acceptance and expenditure of FAA AIP grant funds for the continuation and expansion of the Airport's NIP, in an amount of \$7,000,000, plus additional amounts up to 15% of the original grant amount that may be offered. Staff will return to the Commission if the resulting grant offer exceeds 15% of the original grant amount. I further recommend that the Commission authorize the Commission Secretary to seek approval from the Board to accept and expend the grant.



Ivar C. Satero
Airport Director

Prepared by: Leo Fermin
Chief Business and Finance Officer

Attachment

Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
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* 3. Date Received: <input type="text"/>	4. Applicant Identifier: AIP FFY2020 NIP
---	---

5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
---	---

8. APPLICANT INFORMATION:

* a. Legal Name: San Francisco, City and County of

* b. Employer/Taxpayer Identification Number (EIN/TIN): 94-6000417	* c. Organizational DUNS: 0460040810000
---	--

d. Address:

* Street1:	P.O. BOX 8097
Street2:	
* City:	San Francisco
County/Parish:	San Francisco
* State:	CA: California
Province:	
* Country:	USA: UNITED STATES
* Zip / Postal Code:	94128-8097

e. Organizational Unit:

Department Name: San Francisco International Airport	Division Name: Business and Finance
---	--

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.	* First Name: Gerardo
Middle Name:	
* Last Name: Fries	
Suffix:	

Title: Special Project Manager - Business & Finance

Organizational Affiliation:
San Francisco International Airport

* Telephone Number: 650-821-2804	Fax Number:
----------------------------------	-------------

* Email: gerardo.fries@flysfo.com

Application for Federal Assistance SF-424

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

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

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

Federal Aviation Administration

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

*** 12. Funding Opportunity Number:**

N/A

* Title:

N/A

13. Competition Identification Number:

N/A

Title:

N/A

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

Add Attachment

Delete Attachment

View Attachment

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

Continuation of SFO's Noise Insulation Program (2020-2024 Phase)

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

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

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="5,221,631.00"/>
* b. Applicant	<input type="text" value="2,555,408.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="5,000,000.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="12,777,039.00"/>

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

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

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

** I AGREE

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

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:



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

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

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 28 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200; no assurance of confidentiality is provided. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

INSTRUCTIONS FOR FORM 5100-100

PART I – Application for Federal Assistance

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

PART II – Project Approval Information

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

SECTION A. STATUTORY CONDITIONS

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

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

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

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

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

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

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

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

Limitations of use: Per policy, Sponsor's may only apply an approved ICR to allowable direct salary expenses that are reasonable and necessary to carry-out the project.

SECTION B. CERTIFICATION REGARDING LOBBYING

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

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

SECTION C. REPRESENTATIONS AND CERTIFICATION

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

PART III – Budget Information

SECTION A. GENERAL

1. Federal Domestic Assistance Catalog Number - Show the Federal Domestic Assistance Catalog Number from which the assistance is requested.

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

SECTION B. CALCULATION OF FEDERAL GRANT

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

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

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

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

Line 4 - Enter fees for architectural engineering basic services.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION C. EXCLUSIONS

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

SECTION D. PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

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

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

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

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

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

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

SECTION E. OTHER REMARKS

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

PART IV – Program Narrative

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

1. OBJECTIVES AND NEED FOR THIS ASSISTANCE

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

2. RESULTS OR BENEFITS EXPECTED

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

3. APPROACH

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

4. GEOGRAPHIC LOCATION

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

5. IF APPLICABLE, PROVIDE THE FOLLOWING INFORMATION:

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

6. SPONSOR'S REPRESENTATIVE

Identify contact information of Sponsor's representative.

PART II - SECTION B

Certification Regarding Lobbying

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

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

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

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

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

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

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

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

The CA Noise Standards (CA Admin Code, Title 21) requires airports to eliminate incompatible land uses in the noise impact area. Since the 80s SFO has worked with communities to eliminate incompatible land uses. SFO has obtained avigation easements, insulated eligible properties and/or made genuine efforts towards this.SFO has met Title 21 req.

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

N/A

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

N/A

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

Yes.

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

Yes.

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

N/A

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

N/A

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

N/A

PART II – SECTION C (Continued)

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

N/A

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

N/A

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

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

N/A

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

N/A

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

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL	
1. Federal Domestic Assistance Catalog Number: 20.106	
2. Functional or Other Breakout:	Airport Improvement Program

SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	Latest Approved Amount (Use only for revisions)	Adjustment + or (-) Amount (Use only for revisions)	Total Amount Required
1. Administration expense			
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			2,484,380
5. Other Architectural engineering fees			1,200,650
6. Project inspection fees			1,812,009
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			7,280,000
12. Equipment			
13. Miscellaneous			
14. Subtotal (Lines 1 through 13)			\$ 12,777,039
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			12,777,039
17. Less: Ineligible Exclusions (Section C, line 23 g.)			
18. Subtotal (Lines 16 through 17)			\$ 12,777,039
19. Federal Share requested of Line 18			5,221,631
20. Grantee share (includes \$5,000,000 SFO funded required match to discretionary funds)			7,555,408
21. Other shares			
22. TOTAL PROJECT (Lines 19, 20 & 21)			\$ 12,777,039

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

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
24. Grantee Share – Fund Categories	Amount
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	
d. Bonds	7,555,408
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. TOTAL - Grantee share	\$ 7,555,408
25. Other Shares	Amount
a. State	
b. Other	
c. TOTAL - Other Shares	\$ 0
26. TOTAL NON-FEDERAL FINANCING	\$ 7,555,408

SECTION E – REMARKS (Attach sheets if additional space is required)
<p>Noise insulation improvements will be offered to eligible properties in exchange for avigation easements granted by the property owners. Architectural engineering fees include Project Management, tracking the project and facilitating compliance with FAA/State/City, preparing reports, scheduling meetings with the property owners, reviewing contractor's submittal, property title search, notary fees, advertisements and others.</p> <p>Total Grantee Share of \$7,555,408 includes \$2,555,408 local match (20%) and \$5,000,000 SFO funded required match to discretionary funds.</p>

PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Continuation of SFO's Noise Insulation Program (2020-2024 Phase)

AIRPORT: San Francisco International Airport (SFO)

1. Objective:

Since the 1980s, SFO has made significant efforts to minimize the impact of aircraft noise in communities; previous phases were managed by the neighboring cities and San Mateo County. In 2008, SFO started managing the NIP directly. Current and future work involves insulation of homes that were not treated in previous phases. The properties will be considered if located within the 65 CNEL NEM or are part of contiguous neighborhoods. About 568 have been identified as potentially eligible; of these, it is estimated that about 85-105 properties will be included in the 2020-2024 phase related to this grant application.

2. Benefits Anticipated:

New property owners of uninsulated homes inside the 65 NEM (or in contiguous neighborhoods) will benefit since their homes will be acoustically treated, reducing the interior noise level by 5 db or more. On average, approximately 2.99 people occupy each dwelling under consideration; therefore, the proposed work (involving insulation of up to 85-105 dwellings) is expected to benefit approximately 254-314 people.

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

Owners of potentially eligible properties will be contacted. A windshield survey will be conducted to record housing stock. In accordance with an Acoustical Test Plan (ATP), acoustical tests will be scheduled to evaluate the eligibility criteria of an interior noise level of 45 db or higher. The architect will prepare plans and specs, and owners will sign-off on the plans. SFO will advertise for construction bids, conduct a pre-bid conference, open the bids and select the lowest responsible contractor. After construction, a Final Report will be submitted to the FAA.

4. Geographic Location:

Properties in the vicinity of San Francisco International Airport located within the 65 NEM or inside contiguous neighborhoods partially within this contour. The properties are spread throughout various communities near SFO, including San Bruno, Daly City, Millbrae, and South San Francisco.

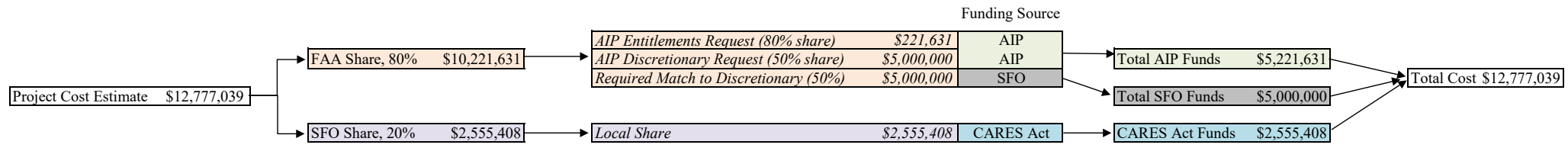
5. If Applicable, Provide Additional Information:

Costs in the budget include: 1) Project Management, 2) A/E Services, 3) Acoustical Services, such as pre- and post-acoustic treatment testing, 4) Hazmat testing for lead/asbestos, hazmat plans, reviewing compliance, 5) Construction Inspection.

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

Gerardo Fries, Business and Finance - Special Projects
P.O. Box 8097, San Francisco, CA 94128
650-821-2804

Airport Improvement Program FFY 2020 Grant Application
Noise Insulation Project (NIP)
Project Funding Breakdown
May 2020



COMPATIBLE LAND USE STATEMENT SAN FRANCISCO INTERNATIONAL AIRPORT

Application for AIP FFY2020 (Noise Insulation Program, Phase 2020-2024)

The City and County of San Francisco (CCSF), through the Airport Commission, is in regular communication with the cities in the vicinity of San Francisco International Airport (SFO) and San Mateo County. Airport staff also participates in the City/County Association of Governments (C/CAG) of San Mateo County's (C/CAG's) Airport Land Use Committee (ALUC) process, in which new proposed land uses and projects in the areas around the Airport are subject to ALUC review to ensure proposals are compatible with Airport operations. The ALUC has also developed the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (ALUCP) which describes limitations on new development and land use in areas around the Airport to ensure compatibility with airspace, noise, and safety related to Airport operations. Local cities are required by California State law to bring their general plans into conformity with the ALUCP ensuring future land use planning is compatible with Airport operations.

The Airport also plays an important role in the SFO Airport/Community Roundtable (Roundtable), which is an advisory group formulated to record, discuss, and evaluate problems and potential solutions to aircraft noise impacts. The Roundtable, made up of representatives from airlines, the FAA, SFO, the CCSF Mayor's Office, CCSF Board of Supervisors, and elected officials from C/CAG municipalities and San Mateo County, evaluates data from SFO's Aircraft Noise Monitoring System, examines community input, and makes recommendations designed to reduce the impact of noise on neighboring cities. The SFO Aircraft Noise Abatement Office provides technical reporting, noise abatement instruction and data analysis support to the Roundtable, tracks the Fly Quiet Program, and interfaces with stakeholders to further the goals of the Program. Regularly scheduled public meetings provide the general public an opportunity to voice any complaints, discuss measures to minimize aircraft noise impact.

These vital links of communication have served to support development and implementation of many of the measures taken to create and maintain compatible land use in the area surrounding San Francisco International Airport. The following is a summary of aircraft noise abatement measures that make up the Fly Quiet Program at SFO:

- 1) Preferential Runway Use for Noise Abatement: At SFO, typically almost three quarters of annual departures use Runways 1L and 1R, while over 95 percent of annual arrivals use Runways 28L and 28R. This operating configuration keeps the vast majority of departures and arrivals over water and minimizes aircraft noise impacts to populated areas.
- 2) NIITE Departure: This departure route for takeoff from Runways 1L and 1R provides for the use of an over-water climb pattern over the Bay.
- 3) Shoreline Departure: This departure route is used for takeoffs from Runways 28L and 28R. This route provides for a northeastern turn after takeoff, thereby averting flights over populated areas of San Bruno and South San Francisco. This departure procedure is now known as the TRUKN TWO (RNAV) procedure during the day time hours and NIITE THREE (RNAV) during the nighttime hours.
- 4) Quiet Bridge Approach: This approach applies to Runways 28L and 28R arrivals from the south and has the effect of maximizing aircraft over-flights above water.
- 5) Nighttime Preferential Runway Use (Voluntary): When conditions allow, aircraft operators are asked to maximize flight paths over water and minimize flights over land from 1:00 a.m. to 6:00 a.m.
- 6) Engine Run-Up Restrictions: Aircraft engine run-up activity for maintenance or test purposes is restricted from 10:00 p.m. to 7:00 a.m. Limited checks are allowed, provided specific conditions are met. Compliance is enforced through the Ground Run-Up Monitoring System.
- 7) Auxiliary Power Unit Operating Restrictions: If available, the use of preconditioned air and 400 Hertz ground power at all terminal gates is required, within five minutes of chocking the aircraft wheels upon parking at the apron, regardless of the duration at the gate.



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 this grant offer by the sponsor, these assurances are incorporated in and become part of this 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 this 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 this grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 25, 30, 32, 33, and 34 in Section C apply to planning projects. The terms, conditions, and assurances of this grant agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Airport Revenue so long as the airport is used as an airport.

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. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968 -42 U.S.C. 4151, et seq.¹
- s. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.¹
- t. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.¹
- u. Copeland Anti-kickback Act - 18 U.S.C. 874.1
- v. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.¹
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- x. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (Pub. L. 109-282, as amended by section 6202 of Pub. L. 110-252).

Executive Orders

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

Federal Regulations

- a. 2 CFR Part 180 - OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [OMB Circular A-87 Cost Principles Applicable to Grants and Contracts with State and Local Governments, and OMB Circular A-133 - Audits of States, Local Governments, and Non-Profit Organizations].^{4, 5, 6}
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment
- d. 14 CFR Part 13 - Investigative and Enforcement Procedures 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
- e. 14 CFR Part 150 - Airport noise compatibility planning.
- f. 28 CFR Part 35- Discrimination on the Basis of Disability in State and Local Government Services.
- g. 28 CFR § 50.3 - U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.
- h. 29 CFR Part 1 - Procedures for predetermination of wage rates.¹
- i. 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
- j. 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
- k. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).¹
- l. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.³
- m. 49 CFR Part 20 - New restrictions on lobbying.
- n. 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.
- o. 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in Airport Concessions.

- p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.^{1,2}
- q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Programs.
- r. 49 CFR Part 27 – Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.¹
- s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities conducted by the Department of Transportation.
- t. 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.
- u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance)
- v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.

Specific Assurances

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

Footnotes to Assurance C.1.

- 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 2 CFR Part 200 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.
- ⁴ On December 26, 2013 at 78 FR 78590, the Office of Management and Budget (OMB) issued the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards in 2 CFR Part 200. 2 CFR Part 200 replaces and combines the former Uniform Administrative Requirements for Grants (OMB Circular A-102 and Circular A-110 or 2 CFR Part 215 or Circular) as well as the Cost Principles (Circulars A-21 or 2 CFR part 220; Circular A-87 or 2 CFR part 225; and A-122, 2 CFR part 230). Additionally it replaces Circular A-133 guidance on the Single Annual Audit. In accordance with 2 CFR section 200.110, the standards set forth in Part 200 which affect administration of Federal awards issued by Federal agencies become effective once implemented by Federal agencies or when any future amendment to this Part becomes final. Federal agencies, including the Department of Transportation, must implement the policies and procedures applicable to Federal awards by promulgating a regulation to be effective by December 26, 2014 unless different provisions are required by statute or approved by OMB.

⁵ Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.

⁶ Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this 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 this 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 this 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 this 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 this 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 this 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 this grant agreement and shall insure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

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. Metropolitan Planning Organization.

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

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 this grant, the total cost of the project in connection with which this 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 this 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 this 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 this 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 this 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 Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by 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 this 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, non-tenant, 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 non-tenants and signatory carriers and non-signatory 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. The following exceptions apply to this paragraph:
 - 1) 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

operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's 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.

- 2) If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
 - 3) Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.
- 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 this 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:
 - 1) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 - 2) 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;

- 3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon; and
 - 4) all proposed and existing access points used to taxi aircraft across the airport's property boundary. 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 except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any activity conducted with, or benefiting from, funds received from this grant.

- a. Using the definitions of activity, facility and program as found and defined in §§ 21.23 (b) and 21.23 (e) of 49 CFR § 21, the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by, or pursuant to these assurances.
- b. Applicability
 - 1) Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
 - 2) Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

- 3) Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

The sponsor agrees that it is obligated to this assurance 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 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:

- 1) So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
- 2) So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this grant agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

“The **(Name of Sponsor)**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises and airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

e. Required Contract Provisions.

- 1) It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT, and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
- 2) It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
- 3) It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
- 4) It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin, creed, sex, age, or handicap as a

covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

- a) For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b) For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, 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 be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order, (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund. If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.
- b. 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, (1) upon application to the Secretary, be reinvested or transferred to another

eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order: (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund.

- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) 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.
- d. Disposition of such land under (a) (b) or (c) 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 AIP projects, dated _____ (the latest approved version as of this grant offer) 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.

- a. 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.
- b. 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.
- c. 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 sponsor shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its DBE and ACDBE programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 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 1936 (31 U.S.C. 3801).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

- a. If the airport owner or operator of a medium or large hub airport (as defined in section 47102 of title 49, U.S.C.) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that-
 - 1) Describes the requests;
 - 2) Provides an explanation as to why the requests could not be accommodated;
and
 - 3) Provides a time frame within which, if any, the airport will be able to accommodate the requests.
- b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

STANDARD DOT TITLE VI ASSURANCES

City and County of San Francisco, San Francisco International Airport (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 Section 21.23(a) 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 the 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 of 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 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.
7. It will provide for such methods of administration for the program as are found by the Secretary of transportation of the official to whom he delegates specific authority to give reasonable guarantees that it, other sponsors, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the act, the Regulations, and this assurance.

STANDARD DOT TITLE VI ASSURANCES (Continued)

8. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on its contractors, the Sponsor, subcontractors, transferees, successors in interest and other participants in the Project. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Sponsor.

DATED

2/19/2020

City and County of San Francisco, San Francisco
International Airport

(Sponsor)



(Signature of Authorized Official) *LF*

Ivar C. Satero
Airport Director



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

FAA Form 5100-129, Construction Project Final Acceptance – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.



Construction Project Final Acceptance Airport Improvement Program Sponsor Certification

Sponsor: City and County of San Francisco

Airport: San Francisco International Airport

Project Number: Noise Insulation Program

Description of Work: Acoustical treatment of dwelling units located within the 65 CNEL NEM or part of contiguous neighborhoods

Application

49 USC § 47105(d), authorizes the Secretary to require me certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in 2 CFR § 200.343 – Closeout and supplemented by FAA Order 5100.38. The sponsor must determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Certification Statements

Except for certification statements below marked not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgment and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The personnel engaged in project administration, engineering supervision, project inspection, and acceptance testing were or will be determined to be qualified and competent to perform the work (Grant Assurance).
 Yes No N/A

2. Construction records, including daily logs, were or will be kept by the resident engineer/construction inspector that fully document contractor's performance in complying with:
 - a. Technical standards (Advisory Circular (AC) 150/5370-12);
 - b. Contract requirements (2 CFR part 200 and FAA Order 5100.38); and
 - c. Construction safety and phasing plan measures (AC 150/5370-2). Yes No N/A

3. All acceptance tests specified in the project specifications were or will be performed and documented. (AC 150/5370-12).
 Yes No N/A

4. Sponsor has taken or will take appropriate corrective action for any test result outside of allowable tolerances (AC 150/5370-12).
- Yes No N/A
5. Pay reduction factors required by the specifications were applied or will be applied in computing final payments with a summary made available to the FAA (AC 150/5370-10).
- Yes No N/A
6. Sponsor has notified, or will promptly notify the Federal Aviation Administration (FAA) of the following occurrences:
- a. Violations of any federal requirements set forth or included by reference in the contract documents (2 CFR part 200);
 - b. Disputes or complaints concerning federal labor standards (29 CFR part 5); and
 - c. Violations of or complaints addressing conformance with Equal Employment Opportunity or Disadvantaged Business Enterprise requirements (41 CFR Chapter 60 and 49 CFR part 26).
- Yes No N/A
7. Weekly payroll records and statements of compliance were or will be submitted by the prime contractor and reviewed by the sponsor for conformance with federal labor and civil rights requirements as required by FAA and U.S. Department of Labor (29 CFR Part 5).
- Yes No N/A
8. Payments to the contractor were or will be made in conformance with federal requirements and contract provisions using sponsor internal controls that include:
- a. Retaining source documentation of payments and verifying contractor billing statements against actual performance (2 CFR § 200.302 and FAA Order 5100.38);
 - b. Prompt payment of subcontractors for satisfactory performance of work (49 CFR § 26.29);
 - c. Release of applicable retainage upon satisfactory performance of work (49 CFR § 26.29); and
 - d. Verification that payments to DBEs represent work the DBE performed by carrying out a commercially useful function (49 CFR §26.55).
- Yes No N/A
9. A final project inspection was or will be conducted with representatives of the sponsor and the contractor present that ensure:
- a. Physical completion of project work in conformance with approved plans and specifications (Order 5100.38);
 - b. Necessary actions to correct punch list items identified during final inspection are complete (Order 5100.38); and
 - c. Preparation of a record of final inspection and distribution to parties to the contract (Order 5100.38);
- Yes No N/A
10. The project was or will be accomplished without material deviations, changes, or modifications from approved plans and specifications, except as approved by the FAA (Order 5100.38).
- Yes No N/A

11. The construction of all buildings have complied or will comply with the seismic construction requirements of 49 CFR § 41.120.

Yes No N/A

12. For development projects, sponsor has taken or will take the following close-out actions:

- a. Submit to the FAA a final test and quality assurance report summarizing acceptance test results, as applicable (Grant Condition);
- b. Complete all environmental requirements as established within the project environmental determination (Order 5100.38); and
- c. Prepare and retain as-built plans (Order 5100.38).

Yes No N/A

13. Sponsor has revised or will revise their airport layout plan (ALP) that reflects improvements made and has submitted or will submit an updated ALP to the FAA no later than 90 days from the period of performance end date. (49 USC § 47107 and Order 5100.38).

Yes No N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this 19th day of February, 2020.

Name of Sponsor: City and County of San Francisco

Name of Sponsor's Authorized Official: Ivar C. Satero

Title of Sponsor's Authorized Official: Airport Director

Signature of Sponsor's Authorized Official: _____  LF

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



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

FAA Form 5100-130, Drug-Free Workplace – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

Drug-Free Workplace Airport Improvement Program Sponsor Certification

Sponsor: City and County of San Francisco

Airport: San Francisco International Airport

Project Number: Noise Insulation Program

Description of Work: Acoustical treatment of dwelling units located within the 65 CNEL NEM or part of contiguous neighborhoods

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within federal grant programs are described in 2 CFR part 182. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A statement has been or will be published prior to commencement of project notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition (2 CFR § 182.205).

Yes No N/A

2. An ongoing drug-free awareness program (2 CFR § 182.215) has been or will be established prior to commencement of project to inform employees about:

- a. The dangers of drug abuse in the workplace;
- b. The sponsor's policy of maintaining a drug-free workplace;
- c. Any available drug counseling, rehabilitation, and employee assistance programs; and
- d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

Yes No N/A

3. Each employee to be engaged in the performance of the work has been or will be given a copy of the statement required within item 1 above prior to commencement of project (2 CFR § 182.210).
 Yes No N/A
4. Employees have been or will be notified in the statement required by item 1 above that, as a condition employment under the grant (2 CFR § 182.205(c)), the employee will:
 a. Abide by the terms of the statement; and
 b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.
 Yes No N/A
5. The Federal Aviation Administration (FAA) will be notified in writing within 10 calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction (2 CFR § 182.225). Employers of convicted employees must provide notice, including position title of the employee, to the FAA (2 CFR § 182.300).
 Yes No N/A
6. One of the following actions (2 CFR § 182.225(b)) will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:
 a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; and
 b. Require such employee to participate satisfactorily in drug abuse assistance or rehabilitation programs approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.
 Yes No N/A
7. A good faith effort will be made, on a continuous basis, to maintain a drug-free workplace through implementation of items 1 through 6 above (2 CFR § 182.200).
 Yes No N/A

Site(s) of performance of work (2 CFR § 182.230):

Location 1

Name of Location: TBD list of potential dwelling units considered for acoustical treatment

Address:

Location 2 (if applicable)

Name of Location:

Address:

Location 3 (if applicable)

Name of Location:

Address:

Attach documentation clarifying any above item marked with a "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this 19th day of February, 2020.

Name of Sponsor: City and County of San Francisco

Name of Sponsor's Authorized Official: Ivar C. Satero

Title of Sponsor's Authorized Official: Airport Director

Signature of Sponsor's Authorized Official: _____  _____ *cf*

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



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

FAA Form 5100-131, Equipment and Construction Contracts – Airport Improvement Sponsor Certification

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.



Equipment and Construction Contracts Airport Improvement Sponsor Certification

Sponsor: City and County of San Francisco

Airport: San Francisco International Airport

Project Number: Noise Insulation Program

Description of Work: Acoustical treatment of dwelling units located within the 65 CNEL NEM or part of contiguous neighborhoods

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General procurement standards for equipment and construction contracts within Federal grant programs are described in 2 CFR §§ 200.317-200.326. Labor and Civil Rights Standards applicable to the AIP are established by the Department of Labor (www.dol.gov) AIP Grant Assurance C.1—General Federal Requirements identifies all applicable Federal Laws, regulations, executive orders, policies, guidelines and requirements for assistance under the AIP. Sponsors may use state and local procedures provided the procurement conforms to these federal standards.

This certification applies to all equipment and construction projects. Equipment projects may or may not employ laborers and mechanics that qualify the project as a "covered contract" under requirements established by the Department of Labor requirements. Sponsor shall provide appropriate responses to the certification statements that reflect the character of the project regardless of whether the contract is for a construction project or an equipment project.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A written code or standard of conduct is or will be in effect prior to commencement of the project that governs the performance of the sponsor's officers, employees, or agents in soliciting, awarding and administering procurement contracts (2 CFR § 200.318).

Yes No N/A

2. For all contracts, qualified and competent personnel are or will be engaged to perform contract administration, engineering supervision, construction inspection, and testing (Grant Assurance C.17).
- Yes No N/A
3. Sponsors that are required to have a Disadvantage Business Enterprise (DBE) program on file with the FAA have included or will include clauses required by Title VI of the Civil Rights Act and 49 CFR Part 26 for Disadvantaged Business Enterprises in all contracts and subcontracts.
- Yes No N/A
4. Sponsors required to have a DBE program on file with the FAA have implemented or will implement monitoring and enforcement measures that:
- a. Ensure work committed to Disadvantaged Business Enterprises at contract award is actually performed by the named DBEs (49 CFR § 26.37(b));
 - b. Include written certification that the sponsor has reviewed contract records and has monitored work sites for performance by DBE firms (49 CFR § 26.37(b)); and
 - c. Provides for a running tally of payments made to DBE firms and a means for comparing actual attainments (i.e. payments) to original commitments (49 CFR § 26.37(c)).
- Yes No N/A
5. Sponsor procurement actions using the competitive sealed bid method (2 CFR § 200.320(c)). was or will be:
- a. Publicly advertised, allowing a sufficient response time to solicit an adequate number of interested contractors or vendors;
 - b. Prepared to include a complete, adequate and realistic specification that defines the items or services in sufficient detail to allow prospective bidders to respond;
 - c. Publicly opened at a time and place prescribed in the invitation for bids; and
 - d. Prepared in a manner that result in a firm fixed price contract award to the lowest responsive and responsible bidder.
- Yes No N/A
6. For projects the Sponsor proposes to use the competitive proposal procurement method (2 CFR § 200.320(d)), Sponsor has requested or will request FAA approval prior to proceeding with a competitive proposal procurement by submitting to the FAA the following:
- a. Written justification that supports use of competitive proposal method in lieu of the preferred sealed bid procurement method;
 - b. Plan for publicizing and soliciting an adequate number of qualified sources; and
 - c. Listing of evaluation factors along with relative importance of the factors.
- Yes No N/A
7. For construction and equipment installation projects, the bid solicitation includes or will include the current federal wage rate schedule(s) for the appropriate type of work classifications (2 CFR Part 200, Appendix II).
- Yes No N/A

8. Concurrence was or will be obtained from the Federal Aviation Administration (FAA) prior to contract award under any of the following circumstances (Order 5100.38D):

- a. Only one qualified person/firm submits a responsive bid;
- b. Award is to be made to other than the lowest responsible bidder; and
- c. Life cycle costing is a factor in selecting the lowest responsive bidder.

Yes No N/A

9. All construction and equipment installation contracts contain or will contain provisions for:

- a. Access to Records (§ 200.336)
- b. Buy American Preferences (Title 49 U.S.C. § 50101)
- c. Civil Rights - General Provisions and Title VI Assurances(41 CFR part 60)
- d. Federal Fair Labor Standards (29 U.S.C. § 201, et seq)
- e. Occupational Safety and Health Act requirements (20 CFR part 1920)
- f. Seismic Safety – building construction (49 CFR part 41)
- g. State Energy Conservation Requirements - as applicable(2 CFR part 200, Appendix II)
- h. U.S. Trade Restriction (49 CFR part 30)
- i. Veterans Preference (49 USC § 47112(c))

Yes No N/A

10. All construction and equipment installation contracts exceeding \$2,000 contain or will contain the provisions established by:

- a. Davis-Bacon and Related Acts (29 CFR part 5)
- b. Copeland "Anti-Kickback" Act (29 CFR parts 3 and 5)

Yes No N/A

11. All construction and equipment installation contracts exceeding \$3,000 contain or will contain a contract provision that discourages distracted driving (E.O. 13513).

Yes No N/A

12. All contracts exceeding \$10,000 contain or will contain the following provisions as applicable:

- a. Construction and equipment installation projects - Applicable clauses from 41 CFR Part 60 for compliance with Executive Orders 11246 and 11375 on Equal Employment Opportunity;
- b. Construction and equipment installation - Contract Clause prohibiting segregated facilities in accordance with 41 CFR part 60-1.8;
- c. Requirement to maximize use of products containing recovered materials in accordance with 2 CFR § 200.322 and 40 CFR part 247; and
- d. Provisions that address termination for cause and termination for convenience (2 CFR Part 200, Appendix II).

Yes No N/A

13. All contracts and subcontracts exceeding \$25,000: Measures are in place or will be in place (e.g. checking the System for Award Management) that ensure contracts and subcontracts are not awarded to individuals or firms suspended, debarred, or excluded from participating in federally assisted projects (2 CFR parts 180 and 1200).

Yes No N/A

14. Contracts exceeding the simplified acquisition threshold (currently \$150,000) include or will include provisions, as applicable, that address the following:

- a. Construction and equipment installation contracts - a bid guarantee of 5%, a performance bond of 100%, and a payment bond of 100% (2 CFR § 200.325);
- b. Construction and equipment installation contracts - requirements of the Contract Work Hours and Safety Standards Act (40 USC 3701-3708, Sections 103 and 107);
- c. Restrictions on Lobbying and Influencing (2 CFR part 200, Appendix II);
- d. Conditions specifying administrative, contractual and legal remedies for instances where contractor or vendor violate or breach the terms and conditions of the contract (2 CFR §200, Appendix II); and
- e. All Contracts - Applicable standards and requirements issued under Section 306 of the Clean Air Act (42 USC 7401-7671q), Section 508 of the Clean Water Act (33 USC 1251-1387, and Executive Order 11738.

Yes No N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

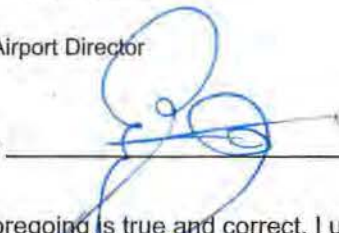
Executed on this 19th day of February, 2020.

Name of Sponsor: City and County of San Francisco

Name of Sponsor's Authorized Official: Ivar C. Satero

Title of Sponsor's Authorized Official: Airport Director

Signature of Sponsor's Authorized Official: _____



CS

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



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

FAA Form 5100-132, Project Plans and Specifications – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.



Project Plans and Specifications

Airport Improvement Program Sponsor Certification

Sponsor: City and County of San Francisco

Airport: San Francisco International Airport

Project Number: Noise Insulation Program

Description of Work: Acoustical treatment of dwelling units located within the 65 CNEL NEM or part of contiguous neighborhoods

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). Labor and civil rights standards applicable to AIP are established by the Department of Labor (www.dol.gov/). AIP Grant Assurance C.1—General Federal Requirements identifies applicable federal laws, regulations, executive orders, policies, guidelines and requirements for assistance under AIP. A list of current advisory circulars with specific standards for procurement, design or construction of airports, and installation of equipment and facilities is referenced in standard airport sponsor Grant Assurance 34 contained in the grant agreement.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The plans and specifications were or will be prepared in accordance with applicable federal standards and requirements, so that no deviation or modification to standards set forth in the advisory circulars, or FAA-accepted state standard, is necessary other than those explicitly approved by the Federal Aviation Administration (FAA) (14 USC § 47105).
 Yes No N/A

2. Specifications incorporate or will incorporate a clear and accurate description of the technical requirement for the material or product that does not contain limiting or proprietary features that unduly restrict competition (2 CFR §200.319).
 Yes No N/A

3. The development that is included or will be included in the plans is depicted on the current airport layout plan as approved by the FAA (14 USC § 47107).
- Yes No N/A
4. Development and features that are ineligible or unallowable for AIP funding have been or will be omitted from the plans and specifications (FAA Order 5100.38, par. 3-43).
- Yes No N/A
5. The specification does not use or will not use "brand name" or equal to convey requirements unless sponsor requests and receives approval from the FAA to use brand name (FAA Order 5100.38, Table U-5).
- Yes No N/A
6. The specification does not impose or will not impose geographical preference in their procurement requirements (2 CFR §200.319(b) and FAA Order 5100.38, Table U-5).
- Yes No N/A
7. The use of prequalified lists of individuals, firms or products include or will include sufficient qualified sources that ensure open and free competition and that does not preclude potential entities from qualifying during the solicitation period (2 CFR §319(d)).
- Yes No N/A
8. Solicitations with bid alternates include or will include explicit information that establish a basis for award of contract that is free of arbitrary decisions by the sponsor (2 CFR § 200.319(a)(7)).
- Yes No N/A
9. Concurrence was or will be obtained from the FAA if Sponsor incorporates a value engineering clause into the contract (FAA Order 5100.38, par. 3-57).
- Yes No N/A
10. The plans and specifications incorporate or will incorporate applicable requirements and recommendations set forth in the federally approved environmental finding (49 USC §47106(c)).
- Yes No N/A
11. The design of all buildings comply or will comply with the seismic design requirements of 49 CFR § 41.120. (FAA Order 5100.38d, par. 3-92)
- Yes No N/A
12. The project specification include or will include process control and acceptance tests required for the project by as per the applicable standard:
- a. Construction and installation as contained in Advisory Circular (AC) 150/5370-10.
- Yes No N/A

b. Snow Removal Equipment as contained in AC 150/5220-20.

Yes No N/A

c. Aircraft Rescue and Fire Fighting (ARFF) vehicles as contained in AC 150/5220-10.

Yes No N/A

13. For construction activities within or near aircraft operational areas(AOA):

a. The Sponsor has or will prepare a construction safety and phasing plan (CSPP) conforming to Advisory Circular 150/5370-2.

b. Compliance with CSPP safety provisions has been or will be incorporated into the plans and specifications as a contractor requirement.

c. Sponsor will not initiate work until receiving FAA's concurrence with the CSPP (FAA Order 5100.38, Par. 5-29).

Yes No N/A

14. The project was or will be physically completed without federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design (49 USC §47110(b)(1) and FAA Order 5100.38d, par. 3-100).

Yes No N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

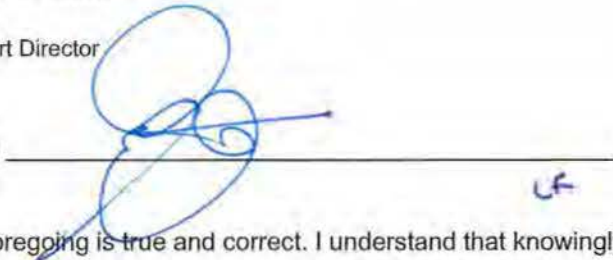
Executed on this 19th day of February, 2020.

Name of Sponsor: City and County of San Francisco

Name of Sponsor's Authorized Official: Ivar C. Satero

Title of Sponsor's Authorized Official: Airport Director

Signature of Sponsor's Authorized Official: _____



I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



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

FAA Form 5100-134, Selection of Consultants – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

Selection of Consultants

Airport Improvement Program Sponsor Certification

Sponsor: City and County of San Francisco

Airport: San Francisco International Airport

Project Number: Noise Insulation Program

Description of Work: Acoustical treatment of dwelling units located within the 65 CNEL NEM or part of contiguous neighborhoods

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements for selection of consultant services within federal grant programs are described in 2 CFR §§ 200.317-200.326. Sponsors may use other qualifications-based procedures provided they are equivalent to standards of Title 40 chapter 11 and FAA Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. Sponsor acknowledges their responsibility for the settlement of all contractual and administrative issues arising out of their procurement actions (2 CFR § 200.318(k)).
 Yes No N/A

2. Sponsor procurement actions ensure or will ensure full and open competition that does not unduly limit competition (2 CFR § 200.319).
 Yes No N/A

3. Sponsor has excluded or will exclude any entity that develops or drafts specifications, requirements, or statements of work associated with the development of a request-for-qualifications (RFQ) from competing for the advertised services (2 CFR § 200.319).
 Yes No N/A

4. The advertisement describes or will describe specific project statements-of-work that provide clear detail of required services without unduly restricting competition (2 CFR § 200.319).
- Yes No N/A
5. Sponsor has publicized or will publicize a RFQ that:
- a. Solicits an adequate number of qualified sources (2 CFR § 200.320(d)); and
- b. Identifies all evaluation criteria and relative importance (2 CFR § 200.320(d)).
- Yes No N/A
6. Sponsor has based or will base selection on qualifications, experience, and disadvantaged business enterprise participation with price not being a selection factor (2 CFR § 200.320(d)).
- Yes No N/A
7. Sponsor has verified or will verify that agreements exceeding \$25,000 are not awarded to individuals or firms suspended, debarred or otherwise excluded from participating in federally assisted projects (2 CFR §180.300).
- Yes No N/A
8. A/E services covering multiple projects: Sponsor has agreed to or will agree to:
- a. Refrain from initiating work covered by this procurement beyond five years from the date of selection (AC 150/5100-14); and
- b. Retain the right to conduct new procurement actions for projects identified or not identified in the RFQ (AC 150/5100-14).
- Yes No N/A
9. Sponsor has negotiated or will negotiate a fair and reasonable fee with the firm they select as most qualified for the services identified in the RFQ (2 CFR § 200.323).
- Yes No N/A
10. The Sponsor's contract identifies or will identify costs associated with ineligible work separately from costs associated with eligible work (2 CFR § 200.302).
- Yes No N/A
11. Sponsor has prepared or will prepare a record of negotiations detailing the history of the procurement action, rationale for contract type and basis for contract fees (2 CFR §200.318(i)).
- Yes No N/A
12. Sponsor has incorporated or will incorporate mandatory contract provisions in the consultant contract for AIP-assisted work (49 U.S.C. Chapter 471 and 2 CFR part 200 Appendix II)
- Yes No N/A

13. For contracts that apply a time-and-material payment provision (also known as hourly rates, specific rates of compensation, and labor rates), the Sponsor has established or will establish:

- a. Justification that there is no other suitable contract method for the services (2 CFR §200.318(j));
- b. A ceiling price that the consultant exceeds at their risk (2 CFR §200.318(j)); and
- c. A high degree of oversight that assures consultant is performing work in an efficient manner with effective cost controls in place 2 CFR §200.318(j)).

Yes No N/A

14. Sponsor is not using or will not use the prohibited cost-plus-percentage-of-cost (CPPC) contract method. (2 CFR § 200.323(d)).

Yes No N/A

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this 19th day of February, 2020.

Name of Sponsor: City and County of San Francisco

Name of Sponsor's Authorized Official: Ivar C. Satero

Title of Sponsor's Authorized Official: Airport Director

Signature of Sponsor's Authorized Official: _____  LF

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

FAA Form 5100-135, Certification and Disclosure Regarding Potential Conflicts of Interest – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

Certification and Disclosure Regarding Potential Conflicts of Interest Airport Improvement Program Sponsor Certification

Sponsor: City and County of San Francisco

Airport: San Francisco International Airport

Project Number: Noise Insulation Program

Description of Work: Acoustical treatment of dwelling units located withing the 65 CNEL NEM or part of contiguous neighborhoods

Application

Title 2 CFR § 200.112 and § 1201.112 address Federal Aviation Administration (FAA) requirements for conflict of interest. As a condition of eligibility under the Airport Improvement Program (AIP), sponsors must comply with FAA policy on conflict of interest. Such a conflict would arise when any of the following have a financial or other interest in the firm selected for award:

- a) The employee, officer or agent,
- b) Any member of his immediate family,
- c) His or her partner, or
- d) An organization which employs, or is about to employ, any of the above.

Selecting "Yes" represents sponsor or sub-recipient acknowledgement and confirmation of the certification statement. Selecting "No" represents sponsor or sub-recipient disclosure that it cannot fully comply with the certification statement. If "No" is selected, provide support information explaining the negative response as an attachment to this form. This includes whether the sponsor has established standards for financial interest that are not substantial or unsolicited gifts are of nominal value (2 CFR § 200.318(c)). The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance.

Certification Statements

1. The sponsor or sub-recipient maintains a written standards of conduct governing conflict of interest and the performance of their employees engaged in the award and administration of contracts (2 CFR § 200.318(c)). To the extent permitted by state or local law or regulations, such standards of conduct provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the sponsor's and sub-recipient's officers, employees, or agents, or by contractors or their agents.

Yes No

2. The sponsor's or sub-recipient's officers, employees or agents have not and will not solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements (2 CFR § 200.318(c)).

Yes No

3. The sponsor or sub-recipient certifies that is has disclosed and will disclose to the FAA any known potential conflict of interest (2 CFR § 1200.112).

Yes No

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have the explanation for any item marked "no" is correct and complete.

Executed on this 19th day of February, 2020.

Name of Sponsor: City and County of San Francisco

Name of Sponsor's Authorized Official: Ivar C. Satero


Title of Sponsor's Authorized Official: Airport Director

Signature of Sponsor's Authorized Official: _____



LF

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TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Corina Monzón, Airport Commission Secretary 
DATE: March 27, 2020
SUBJECT: Accept and Expend Resolution for Subject Grant

GRANT TITLE: Federal Aviation Administration Airport Improvement Program Grant for the Airport's Noise Insulation Program

Attached please find the original* and 1 copy of each of the following:

- Proposed grant resolution; original* signed by Department, Mayor, Controller
- Grant information form, including disability checklist
- Grant budget
- Grant application
- Grant award letter from funding agency
- Ethics Form 126 (if applicable)
- Contracts, Leases/Agreements (if applicable)
- Other (Explain):

Special Timeline Requirements:

Anticipate receiving grant offer in May 2020.

Departmental representative to receive a copy of the adopted resolution:

Name: Cathy Widener, Government Affairs Director Phone: (650) 821-5023

Interoffice Mail Address: Airport

Certified copy required Yes

No

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).

Updated August 7, 2014



TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Sophia Kittler
RE: Accept and Expend Grant - Federal Aviation Administration - Noise
Insulation Program Grant - \$7,000,000
DATE: Tuesday, April 14, 2020

Resolution authorizing the San Francisco Airport Commission to accept and expend a grant in an amount not to exceed \$7,000,000, and any additional amounts up to 15% of the original grant, that may be offered from the Federal Aviation Administration for the continuation and expansion of the Noise Insulation Program, contingent on receipt by the Airport Commission of a grant offer from the Federal Aviation Administration.

Should you have any questions, please contact Sophia Kittler at 415-554-6153.