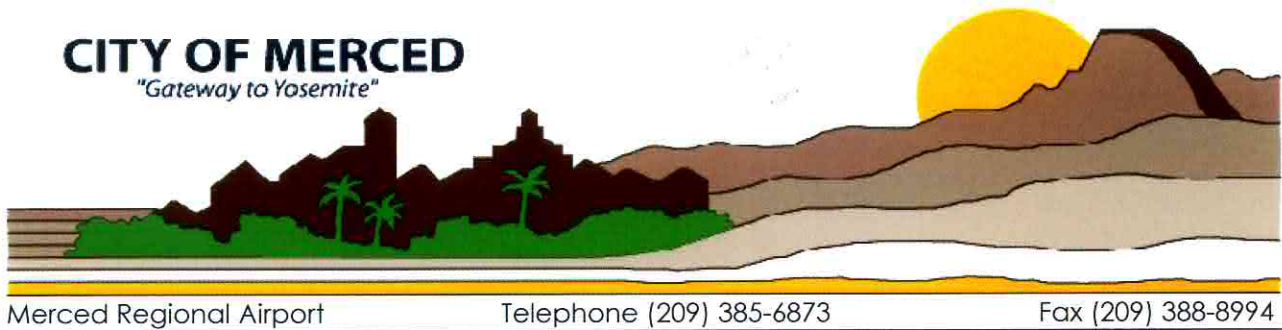


CITY OF MERCED

"Gateway to Yosemite"



April 29, 2016

Mr. Abel Tapia
Program Manager
FAA San Francisco Airports District Office
1000 Marina Blvd, Suite 220
Brisbane, California 94005-1835

Dear Abel,

Thank you again for the opportunity earlier this week to discuss the details of the revised Merced Regional Airport grant application submission for FY 2016. We very much appreciated your leadership in evaluating the regulatory exception that is critical to the remarking component of the application.

Consistent with our conversation earlier this week, we are pleased to submit the revised application. Please note that due to the size of the application, RS&H Aviation Planner Delia Chi is transmitting this letter and the revised application utilizing the RS&H FTP protocol for your convenience. Hard copy will be transmitted via Federal Express for delivery at your office next Tuesday.

Please do not hesitate to contact me if you have questions or require additional information.

Thank you very much again for your assistance with this matter.

Cordially,

Janet E. Young
Manager, Merced Regional Airport

Enclosure

cc: Ken Elwin, Director of Public Works, City of Merced
Joe Jackson, President, RS&H California
Delia Chi, Aviation Planner, RS&H

**Merced Regional Airport
Grant Application Package Submittal**

April 2016

Grant 025 Projects:

- Project 1) RUNWAY / TAXIWAY REHABILITATION (PAVEMENT MAINTENANCE)
 Environmental Documentation & Construction Reimbursement
 (Force Account)
 For work already completed

- Project 2) RUNWAY / TAXIWAY REHABILITATION (PAVEMENT MAINTENANCE)
 Construction (Force Account)
 For work yet to be completed

- Project 3) WILDLIFE HAZARD MANGEMENT PLAN

Grant Application 025 – Required Items

Table of Contents

As required by SOP 6.00		
Tab No.	Status	Required Items
1	✓	Standard Form 424 (signed)
2	✓	Project Cost Breakdown
3	✓	Project Sketch
4	✓	Project Narrative (see Form 5100-100)
5	NA	Form 5100-100 (signed)
6	✓	Bid Tabulations / Negotiated Amounts
7	✓	Exhibit A
8	NA	Title Certificate or Long Term Lease Agreement
As required by FAA SF ADO		
Tab No.	Status	Required Items
9	✓	Independent Cost Estimate per FAA AC 150/5100-14E
10	✓	Record of Negotiation per FAA AC 150/5100-14E
11	✓	Project Schedule per FAA AC 150/5100-14E
12	✓	Consultation with Airport Users
13	✓	NEPA Compliance
14	✓	Construction Safety / Phasing Plan
15	✓	Standard DOT Title VI Assurances
16	✓	Certification Regarding Lobbying / Disclosure of Lobbying Activities
17	✓	System for Award Management (SAM)
18	✓	Sponsor Certifications – Drug Free Workplace
	✓	Sponsor Certifications – Construction Project Final Acceptance
	✓	Sponsor Certifications – Equipment / Construction Contracts
	✓	Sponsor Certifications – Project Plan and Specifications
	✓	Sponsor Certifications – Real Property Acquisition
	✓	Sponsor Certifications – Selection of Consultants
19	✓	Resolution
20	✓	AIP Eligibility documentation
21	✓	Pavement Marking Plan (<i>see ALP</i>)
Excluded	NA	Pavement Maintenance Management Program
Excluded	NA	Construction Management Plan
Excluded	NA	DBE Program Approval
Excluded	NA	Intergovernmental Review of Federal Program / Clearinghouse Exemptions
Excluded	NA	Governor’s Certification Regarding Air Water Pollution

AIP Grant Application Checklist

AIRPORT NAME: Merced Regional AirportDATE: 4/29/2016SYSTEM FOR AWARD MANAGEMENT (SAM) CAGE CODE #: 49P57SYSTEM FOR AWARD MANAGEMENT (SAM) EXPIRATION DATE: 11/11/2016

This checklist (and attached instructions) is a tool to assist a grantee (airport sponsor) in identifying the requirements and considerations associated with preparing an Airport Improvement Program (AIP) grant application package for submittal to the FAA. Airport sponsors should read and consider each of the items carefully. **Some of the items can be answered by simply checking the "Yes" and "No" boxes while others require providing additional information as part of the airport's request for AIP funds.**

PROJECTS:

- 1) RWY / TWY Rehabilitation (Pavement Maintenance) - Environmental Documentation & Construction Reimbursement (Force Account)
- 2) RWY / TWY Rehabilitation (Pavement Maintenance) - Construction (Force Account)
- 3) Wildlife Hazard Management Plan

Ref.		Yes	No	N/A	Comments Attached
ITEMS REQUIRED TO COMPLETE APPLICATION REVIEW:					
1.	Standard Form 424 <i>(signed)</i>	X			
2.	Project Cost Breakdown <i>(attached)</i>	X			
3.	Project Sketch <i>(at the request of the ADO)</i>	X			
4.	Project Narrative <i>(attached or within Form 5100-100/101 Part IV)</i>	X			
5.	Form 5100-100 (parts II – IV) <i>(airport development grants)</i> Form 5100-101 (parts II- IV) <i>(planning grants)</i>	X			
6.	Bid Tabulations/Negotiated Amounts <i>(attached or previously submitted to the ADO)</i>			X	
7.	Exhibit A <i>(attached or previously submitted to the ADO)</i>	X			
8.	Title Certificate or Long Term Lease Agreement <i>(at the request of the ADO)</i>			X	

1. STANDARD FORM 424

Application for Federal Assistance SF-424

* 1. Type of Submission <input type="checkbox"/> Preapplication <input type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		* 2. Type of Application <input type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		* If Revision, select appropriate letter(s): - Select One - * Other (Specify)	
* 3. Date Received:		4. Application Identifier:			
5a. Federal Entity Identifier:			* 5b. Federal Award Identifier:		
State Use Only:					
6. Date Received by State:			7. State Application Identifier:		
8. APPLICANT INFORMATION:					
* a. Legal Name: City of Merced					
* b. Employer/Taxpayer Identification Number (EIN/TIN): 94-6000531			*c. Organizational DUNS: 16-921-1554		
d. Address:					
* Street1: 678 West 18th Street Street 2: * City: Merced County: * State: CA Province: Country: United States					
*Zip/ Postal Code: 95340					
e. Organizational Unit:					
Department Name: Merced Regional Airport			Division Name: Airport		
f. Name and contact information of person to be contacted on matters involving this application:					
Prefix: Mr. First Name: Steven Middle Name: S. * Last Name: Carrigan Suffix:					
Title: City Manager					
Organizational Affiliation:					
* Telephone Number: (209) 385-6834			Fax Number: (209) 723-1780		
* Email: carrigans@cityofmerced.org					

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:

- Select One -

Type of Applicant 3: Select Applicant Type:

- Select One -

* 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:

Title:

13. Competition Identification Number:

Title:

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

City of Merced, Merced County

* 15. Descriptive Title of Applicant's Project:

See next page

Attach supporting documents as specified in agency instructions.

15. Descriptive Title of Applicant's Project

1) RUNWAY / TAXIWAY REHABILITATION (PAVEMENT MAINTENANCE) ENVIRONMENTAL DOCUMENTATION & CONSTRUCTION REIMBURSEMENT (FORCE ACCOUNT): Rehabilitate runway / taxiway pavement to meet marking standards per AC 150/5340-1, Standards for Airport Markings and as mandated by Part 139 inspection reports (see attached Letter of Correction and related correspondence). Environmental documentation and construction reimbursement for remarking and correcting runway centerline markings, runway designation markings, and runway threshold markings.

This project is for work already completed.

2) RUNWAY / TAXIWAY REHABILITATION (PAVEMENT MAINTENANCE) CONSTRUCTION (FORCE ACCOUNT): Rehabilitate runway / taxiway pavement to meet marking standards per AC 150/5340-1, Standards for Airport Markings and as mandated by Part 139 inspection reports (see attached Letter of Correction and related correspondence). Effort includes remarking and correcting runway areas with missing beads, faded taxiway centerline markings, non-visible taxiway lead on/off lines, and pink appearance and missing beads for hold position markings.

This project is for work yet to be completed.

3) WILDLIFE HAZARD MANAGEMENT PLAN: Complete a Wildlife Hazard Management Plan for Merced Regional Airport as mandated by Part 139 inspection reports. A Wildlife Hazard Assessment was completed in FY 2015.

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

*a. Applicant: CA-016

*b. Program/Project: CA-016

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

17. Proposed Project:

*a. Start Date: 01/01/2016

*b. End Date: 09/30/2016

18. Estimated Funding (\$):

*a. Federal	116,286.00
*b. Applicant	6,120.00
*c. State	
*d. Local	
*e. Other	
*f. Program Income	
*g. TOTAL	122,406.00

***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 on next page.)**

☐ Yes ☒ No

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: Mr.

*First Name: Steven

Middle Name: C

*Last Name: Carrigan

Suffix:

*Title: City Manager

*Telephone Number: (209) 385-6834

Fax Number: (209) 723-1780

* Email: carrigans@cityofmerced.org

*Signature of Authorized Representative:



*Date Signed:

4/29/16

Application for Federal Assistance SF-424

*Applicant Federal Debt Delinquency Explanation

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

There is no federal debt delinquency.



U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Office of the Regional Administrator

P.O. Box 92007
Los Angeles, CA 90009-2007

December 2, 2014

EIR: 2015WP800019

Ms. Janet Young
Merced Regional/Macready Field
20 Macready Drive
Merced, CA 95341

Merced Regional/Macready Field
Merced California
Letter of Correction

Dear Ms. Young:

The periodic certification inspection of the Merced Regional/Macready Field (MCE) was conducted 17-19 Nov 2014. The inspection revealed that the airport is not being operated in compliance with 14 CFR Part 139, the Airport Certification Manual (ACM), and the Airport Operating Certificate.

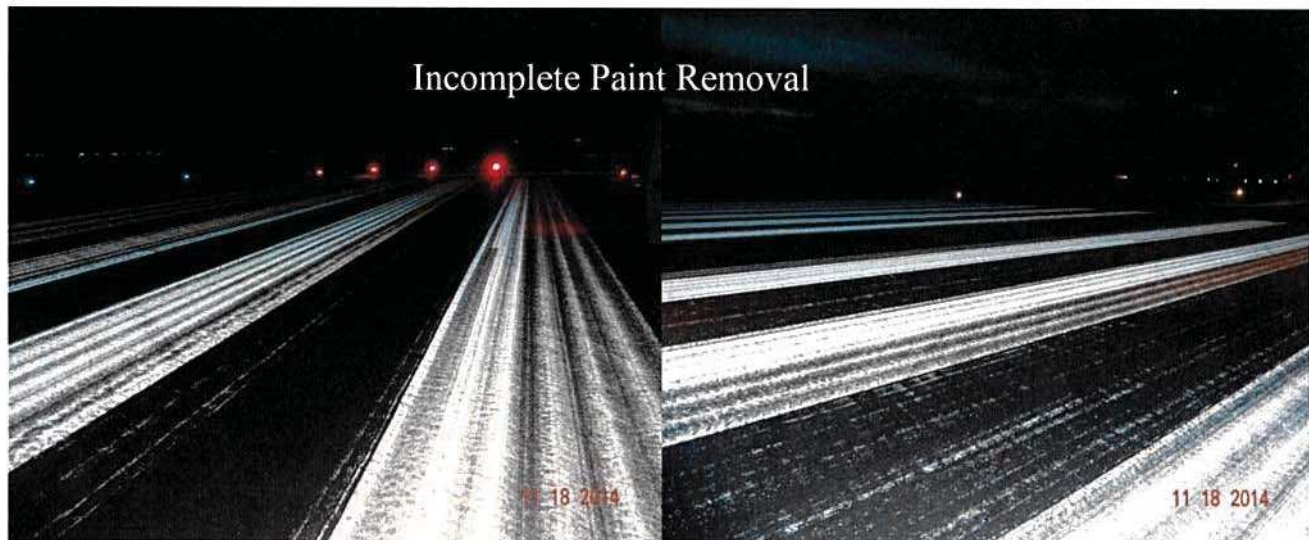
§139.201(a) – Airport Certification Manual. The certificate holder is not operating in compliance with the Airport Certification Manual (ACM) as related to the 11 discrepancies identified in the 2014 Part 39 Annual Inspection.

Correction Date: Feb 17, 2015

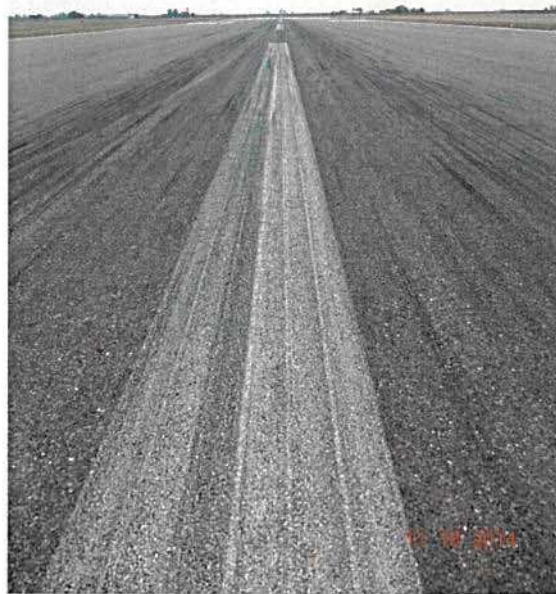
§139.201(b) - Airport Certification Manual. The certificate holder failed to ensure the ACM is current. For example, ARFF is not included in the distribution. Section 303 contact information for key personnel is outdated. Section 309 has the incorrect dimensions of the Runway Safety Area (RSA) as well as the information regarding the location of the localizer. It also incorrectly indicates that service roads are located in the RSA. Section 311 does not include an approved Sign and Marking Plan. Section 315 identifies the airport as Index C capable; however, the information does not match what's published on the Airport Master Record or in the Airport/Facility Directory. The Emergency Alerting System information in Section 319 does not accurately capture the how ARFF personnel are alerted of impending emergencies. Section 327 does not include inspection of the safety areas. Section 329 references an outdated advisory circular. Section 337 should be updated to reflect a wildlife hazard assessment was recently completed. Appendix A, the Part 139 Training Event Record does not include all training required under §139.319. Additionally, this training record is not being used by ARFF personnel. Appendix K has outdated information regarding persons authorized to issue NOTAMS. The certificate holder must conduct a thorough review of the ACM for accuracy and update as required.

Correction Date: Dec 19, 2014

§139.311(a)(1) – Runway Markings. The certificate holder failed to maintain runway markings. Runway 12-30 centerline markings were found badly faded. Runway designation and threshold markings exhibited both white and beige hues. Where the threshold markings width was decreased, remnants of the white paint is still visible during daytime and hours of darkness. Also, in some areas of the markings, the paint appeared to be missing beads. The certificate holder must ensure all runway markings meets the standards outlined in AC 150/5340-1, *Standards for Airport Markings*, current edition. Pavement markings that are no longer needed are not to be painted over but instead are to be physically removed. Physical removal of markings is achieved by water blasting, shot blasting, sand blasting, chemical removal, or other acceptable means that do not harm the pavement. The physical removal of any old marking(s) must include a pre-determined larger size and shape of a removal area that encompasses the old marking(s) and by grouping adjacent markings together into a larger rectangular removal area.



Faded Runway Centerline



Correction Date: Feb 17, 2015

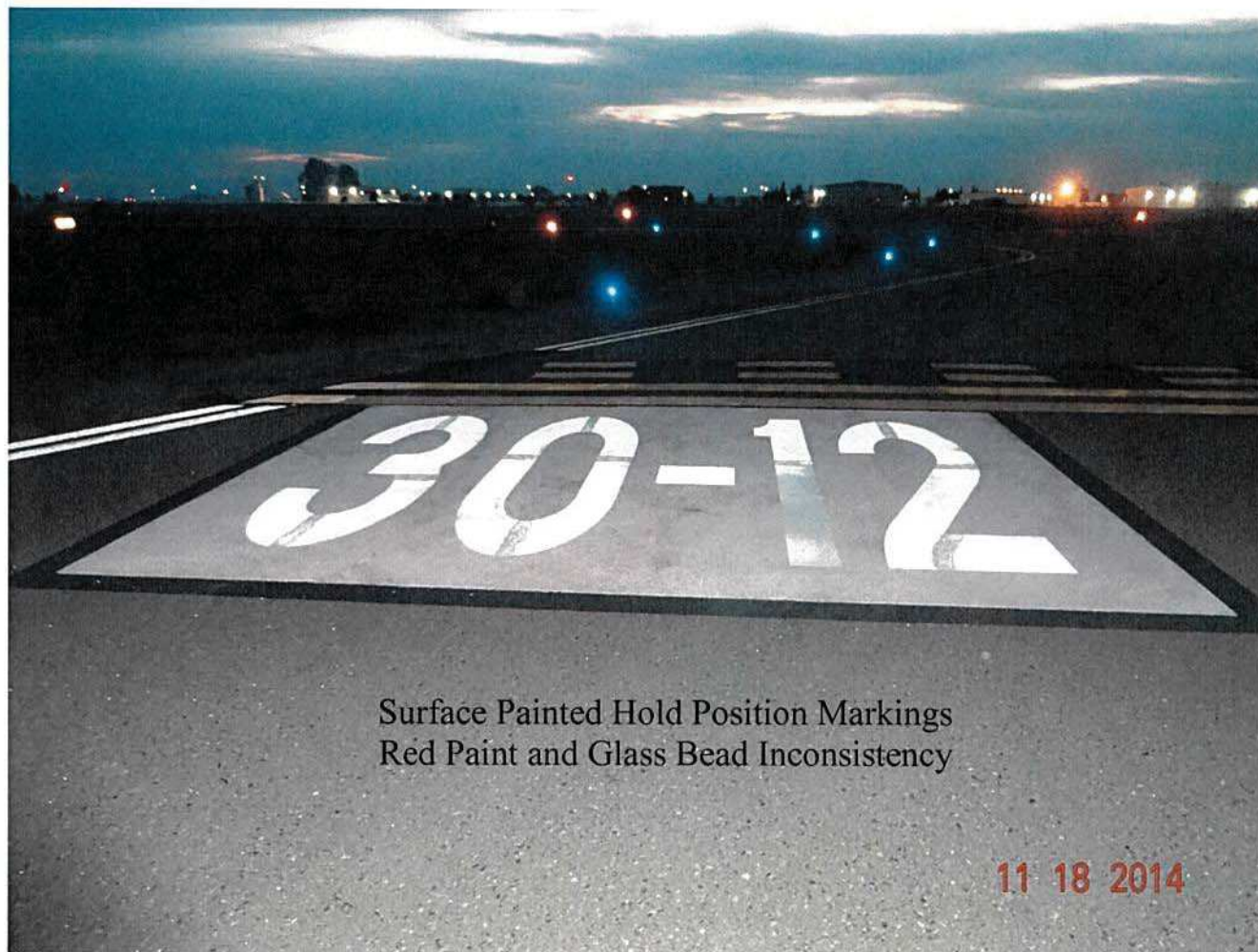
§139.311(a)(2) – Taxiway Markings. The certificate holder failed to maintain taxiway centerline markings. Taxiway centerlines were found badly faded. Additionally, not all lead-on/off lines that lead to the runway were visible. The certificate holder must ensure all taxiway markings meets the standards outlined in AC 150/5340-1, *Standards for Airport Markings*, current edition.

Faded Lead on/off line



Correction Date: Feb 17, 2015

§139.311(a)(4) – Holding Position Markings. During hours of darkness, the red background of some surface painted holding position sign (SPHPS) markings appears pink. Additionally, the glass beads distribution appears to be inconsistent. The certificate holder must ensure all SPHPS markings meets the standards outlined in AC 150/5340-1, *Standards for Airport Markings*, current edition and provide the required supplemental visual cues that alert pilots and vehicle drivers of an upcoming holding position location.



Correction Date: Feb 17, 2015

§139.311(d) – Signs. The certificate holder failed to maintain signs identifying taxiing routes on the movement area. Due to direct sunlight on some parts of the airfield, some direction sign panels were found faded and require replacement. Non-standard inbound destination signs were also found. Common names and abbreviations used for inbound destinations are: APRON - general parking, servicing, and loading areas; RAMP -synonymous with APRON; FUEL -areas where aircraft are fueled or serviced; TERM -gate positions at which aircraft are loaded or unloaded; CIVIL-areas set aside for civil aircraft; MIL -areas set aside for military aircraft; PAX -areas set aside for passenger handling; CARGO -areas set aside for cargo handling; INTL -areas set aside for handling international flights; and FBO -fixed-base operator. The certificate holder must conduct a thorough inventory of all signs, ensure compliance with A/C 150/5340-18F, *Standards for Airport Sign Systems*, and replace as required.



Non-Standard Inbound Destination Signs

Faded Direction Sign Panels

Correction Date: Feb 17, 2015

§139.319(i)(2) - Aircraft rescue and firefighting: Operational requirements. Records indicate that two ARFF personnel failed to complete recurrent instruction every 12 consecutive calendar months in application of the types of extinguishing agents and adapting and using structural rescue and firefighting equipment for ARFF. One individual failed to complete recurrent training in airport familiarization, including airport signs, marking, and lighting as well as rescue and firefighting personnel safety. A Letter of Investigation (LOI) will be issued.

§139.319(i)(3) - Aircraft rescue and firefighting: Operational requirements. Records indicate that one ARFF personnel failed to complete live-fire training prior to performing ARFF duties. A LOI will be issued.

§139.321(c) – Hazardous Materials. The fueling agent, TDL Aero Enterprises was found in non-compliance with the local Fire Safety Standards. For example, one tire on a mobile fueler was found to have worn treads. Additionally, an ABC extinguisher was found on a mobile fueler.

Correction Date: Dec 19, 2014

§139.321(e)(1) – Hazardous Materials. Documentation provided by the fueling agent indicates the supervisor failed to complete recurrent instruction at least every 24 consecutive calendar months. Although the company that provided the training is on a list of approved companies offering courses of instruction in line service training as well as supervisory training that are acceptable to the Administrator, the certificate provided does not meet the requirements. The certificate does not contain the following wording: (1) The individual completed the “Fuel Safety Supervisor” training and (2) “Has successfully completed all classroom and practical application for the requirements of 14 CFR §139.321(b)(1) through (b)(6) and §139.321(e) (1)”. A LOI will be issued.



Correction Date: Dec 19, 2014

§139.323 - Traffic and wind direction indicators. Runway 30 supplemental wind cone was found in the Runway Object Free Area (ROFA). The wind cone is located approximately 275 feet from the runway centerline, not fixed-by function, and must be moved out of the ROFA. The supplemental wind cone must be located near the runway end so that pilots have an unobstructed view during either landing or takeoff operations. The preferred location is on the left side of the runway when viewed from a landing aircraft. However, it may be located on the right side of the runway where conditions such as the existence of another runway, taxiway, apron, terrain problems, or navigational aids preclude its installation on the left side. The certificate holder must work with the SFO Airport District Office to address this 139 violation and correct at the earliest opportunity.



Correction Date: Feb 17, 2015

Recommendations:

1. Although the current 2000 E-One apparatus is operational, the airport has only one ARFF vehicle. If the vehicle should become unserviceable a replacement is not available. Recommend the airport plan for a new truck in order to have a reserve capable of maintaining its index.
2. Keeping records is crucial to Part 139 certification. A comprehensive record keeping system makes it possible to develop accurate and timely reports that show the progress and current status of individual training. Recommend simplifying ARFF training records for (a) easy review; (b) monitoring and measuring the progress of individual training; (c) a comparative analysis of training across periods of time (month, quarter or year); and(d) future planning/scheduling.
3. The asphalt on Taxiway Echo appears to be exhibiting a high degree of weathering. Recommend the airport plan for and conduct an immediate Pavement Management Program (PMP) to find optimum strategies for maintaining pavements in a safe serviceable condition. The PMP is also needed to publish the gross weight and pavement condition number in accordance with Advisory Circular 150/5335-5C, *Standardized Method of Reporting Airport Pavement Strength – PCN* by August 14, 2015.
4. The airport does not own any snow removal equipment or have continuous friction measuring equipment that can be used for conducting friction surveys on runways during winter

operations. As a result, braking action is reported based on pilot reports (PIREPs). However, while PIREPs of braking action provide valuable information, these reports may not apply to the full length of the runway as such evaluations are limited to the specific sections of the runway surface in which the airplane wheel braking was used. Recommend the airport review its procedures, A/C 150-5200-30, *Airport Winter Safety and Operation*, and A/C 150-5200-28, *Notices to Airmen for Airport Operators*, to ensure PIREP braking action includes all thirds of the runway and update as required.

We have given consideration to all available facts and concluded that this matter does not warrant legal enforcement. In lieu of such action, we are issuing this letter which will be made a matter of record. We will expect your future compliance with the regulations. Please advise in writing when the unresolved discrepancies are corrected within 15 days of the correction date.

Sincerely,



Charlotte Jones
Airport Certification Safety Inspector
FAA Western-Pacific Region

CITY OF MERCED

"Gateway to Yosemite"



Merced Regional Airport

Telephone (209) 385-6873

Fax (209) 388-8994

October 30, 2015

Charlotte Jones
Airport Certification Safety Inspector
FAA Western Pacific Region
Airports Division (ASO-620)
P.O. Box 92007
Los Angeles, CA 90009-2007

Dear Inspector Jones,

Thank you for the conversation earlier this week and for the follow-on email listing the existing areas of discrepancy for the Merced Regional Airport. I am writing to provide a status report of progress to date toward completion of the required corrective actions.

For clarity, I have inserted in the letter the description of the remarking issues cited in the Part 139 Inspection. In addition, a MCE status update is provided which includes a revised requested extension date.

Part 139 Inspection -- "311A1 - The certificate holder failed to maintain runway markings. Runway 12-30 centerline markings were found badly faded. Runway designation and threshold markings exhibited both white and beige hues. Where the threshold markings width was decreased, remnants of the white paint is still visible during hours of darkness. Also, in some areas of the markings, the paint appeared to be missing beads. The certificate holder must ensure all runway markings meets the standards outlined in AC 150/5340-1, Standards for Airport Markings, current edition. Pavement markings that are no longer needed are not to be painted over but instead are to be physically removed. Physical removal of markings is achieved by water blasting, shot blasting, sand blasting, chemical removal, or other acceptable means that do not harm the pavement. The physical removal of any old marking(s) must include a pre-determined larger size and shape of a removal area that encompasses the old marking(s) and by grouping adjacent markings together into a larger rectangular removal area."

MCE Status Update: The runway centerline has been remarked according to specifications of AC 150/5340-1 current edition. The threshold bar remarking is expected to be completed by the end of next week, weather permitting, utilizing the current supply

of paint and glass beads. We will then address the runway designator markings. I will notify you of the status as the work is conducted. The remnants of white paint associated with the earlier decrease in threshold markings width has not been physically removed and we are continuing to work with City Staff to accomplish the removal. We will address that task after the completion of the remarking of the existing threshold bars. We seek an extension until April 1, 2016 given the fact that we are working with an airline schedule entailing five round trips per day spread from early morning until well into the evening hours making it difficult to schedule long blocks of remarking work.

Part 139 Inspection -- "311A2 - The certificate holder failed to maintain taxiway centerline markings. Taxiway centerlines were found badly faded. Additionally, not all lead-on/off lines that lead to the runway were visible. The certificate holder must ensure all taxiway markings meets the standards outlined in AC 150/5340-1, Standards for Airport Markings, current edition."

MCE Status Update: The taxiway centerline will be remarked in accord with specifications of AC 150/5340-1 current edition. We expect to begin on the taxiway centerline and lead off/lead on lines that are not visible in the near future, following completion of the runway remarking. I will keep you apprised of the schedule as it is developed and work progresses. We are working with the City to secure more funding to enable us to pursue the work in a timely manner. We also are exploring with the FAA San Francisco Airports District Office the possibility of securing funding through the FY2016 grant process. As you know, our request for funding filed with the ADO in December 2014 was rejected. We would very much appreciate an extension until April 1, 2016, given the fact that our discussions with the City to secure additional dollars for paint and glass beads are not yet completed, and we do not have a decision from the FAA as to whether our funding request will be considered. Moreover, the airline schedule entailing five round trips per day spread from early morning until well into the evening hours presents a challenge to the scheduling of long blocks of remarking work. In addition we are entering what is predicted to be a wet fall and winter.

Part 139 Inspection -- "311A4 - During hours of darkness, the red background of some surface painted holding position sign (SPHPS) markings appear pink. The certificate holder must ensure all SPHPS markings meets the standards outlined in AC 150/5340-1, Standards for Airport Markings, current edition and provide the required supplemental visual cues that alert pilots and vehicle drivers of an upcoming holding position location."

MCE Status Update: The red background of some of the surface painted holding position sign markings (SPHPS) that appears pink will be remarked in accord with specifications of AC 150/5340-1 current edition. We expect to begin work on these markings following completion of the taxiway remarking and I will keep you apprised of the schedule as it is

Inspector Jones
Page 3
October 30, 2015

developed and work progresses. We are working with the City to secure more funding to enable us to pursue the work in a timely manner. We also are exploring with the FAA San Francisco Airports District Office the possibility of securing funding through the FY2016 grant process. As you know, our request for funding filed with the ADO in December 2014 was rejected. We would very much appreciate an extension until April 1, 2016, given the fact that our discussions with the City to secure additional dollars for paint and glass beads are not yet completed, and we do not have a decision from the FAA as to whether our funding request will be considered. Moreover, the airline schedule entailing five round trips per day spread from early morning until well into the evening hours presents a challenge to the scheduling of long blocks of remarking work. In addition we are entering what is predicted to be a wet fall and winter.

For your reference, I enclose a financial cost summary of resources expended to date on the remarking work, including the purchase of a striping machine with City resources. City staff costs are not included in the summary.

I hope that this material will be helpful and we will appreciate your consideration of our request for an additional extension of the completion period. I assure you that we are committed to completing the task and we are working as rapidly as resources have allowed to finish the work.

Please do not hesitate to call me if you have questions or would like to discuss these matters.

Thank you again for your review of this material.

Sincerely,



Janet E. Young
Airport Manager
Merced Regional Airport

Attachment

cc: Ken Elwin, City Engineer and Interim Director of Public Works – Water Resources & Reclamation and Airport

2. PROJECT COST BREAKDOWN

**Merced Regional Airport
FY 2016 Grant Application
Project Cost Breakdown
Revised 4/28/2016**

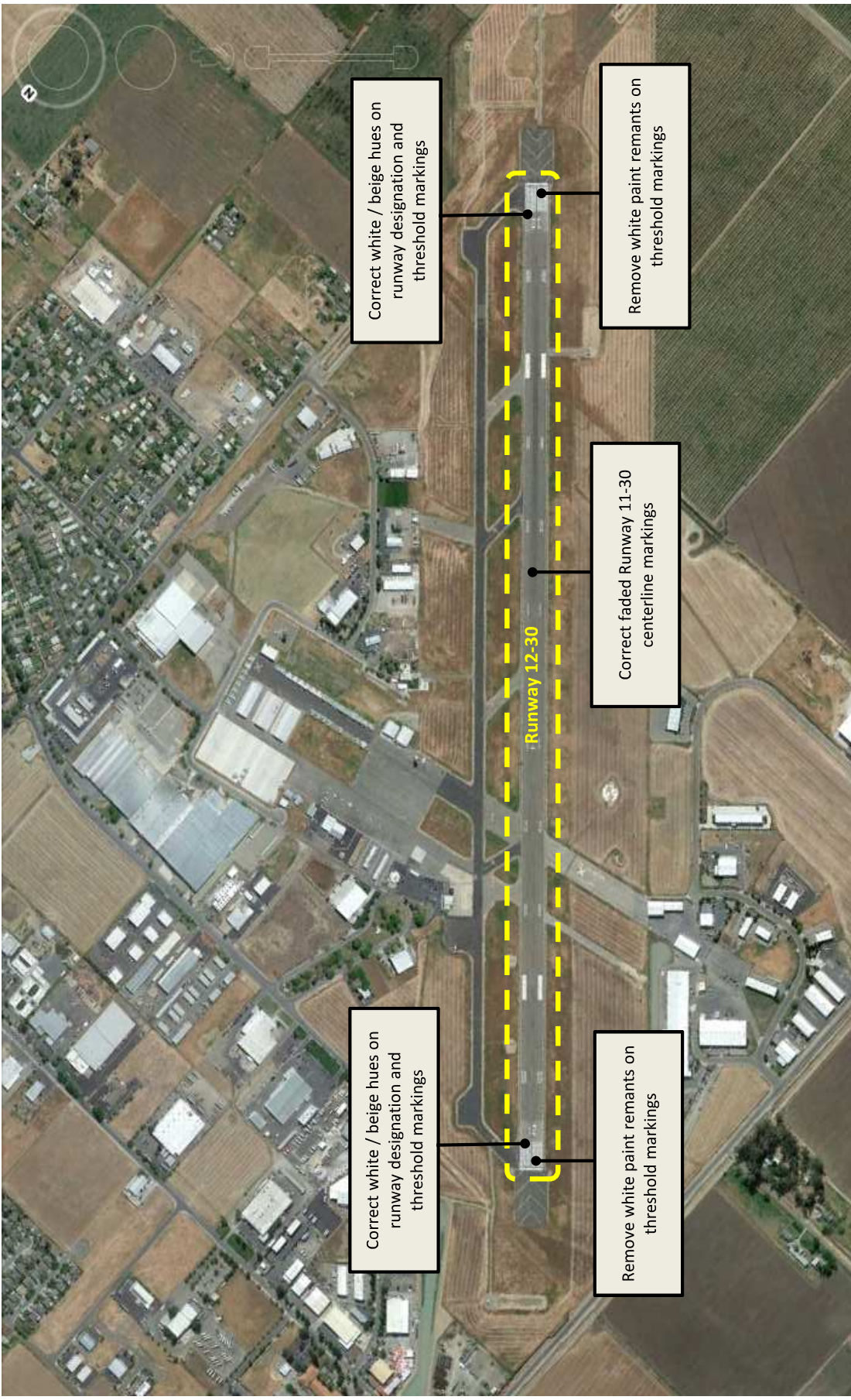
Grant Application No: 025

Project Description: Runway / Taxiway Rehabilitation (Pavement Maintenance) Environmental Documentation & Construction Reimbursement (Force Account);
Runway / Taxiway Rehabilitation (Pavement Maintenance) Construction (Force Account); Wildlife Hazard Management Plan

Brief Item Description	Construction or Land Cost	Engr./Land Incidental	Environmental Cost	Administration Cost	Federal Share	Local Share	Total
					95.00%	5.00%	
Environmental (CatEx)	\$ -		\$ 5,000	\$ -	\$ 4,750	\$ 250	\$ 5,000
Construction (Personnel / Labor) (estimate)	\$ 18,200	\$ -	\$ -	\$ -	\$ 17,290	\$ 910	\$ 18,200
Construction (Equipment) (estimate)	\$ 9,409	\$ -	\$ -	\$ -	\$ 8,939	\$ 470	\$ 9,409
Construction (Supplies) (estimate)	\$ 77,797	\$ -	\$ -	\$ -	\$ 73,907	\$ 3,890	\$ 77,797
Wildlife Hazard Management Plan	\$ -	\$ -	\$ 12,000	\$ -	\$ 11,400	\$ 600	\$ 12,000
Total	\$ 105,406	\$ -	\$ 17,000	\$ -	\$ 116,286	\$ 6,120	\$ 122,406

3. PROJECT SKETCH

Grant 025 -
Runway / Taxiway Rehabilitation (Pavement Maintenance) - Environmental Documentation & Construction Reimbursement (Force Account) (work already completed)



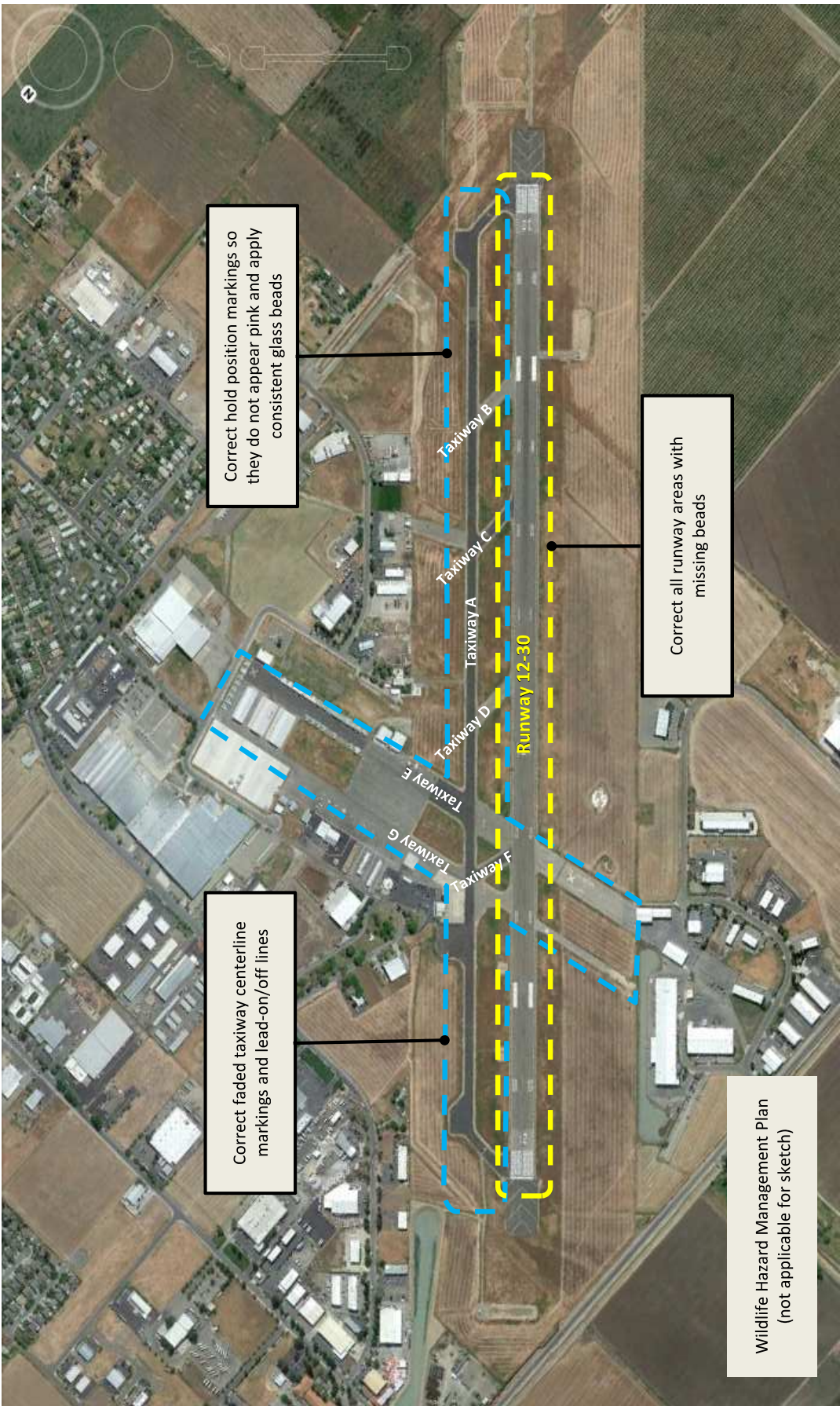
P139 Certification Inspection - Discrepancies

- Failure to maintain runway markings
- Faded RW/CL markings
- White and beige hues on RW designation markings
- White and beige hues and paint remnants on / near RW threshold markings

Grant 025 -

Runway / Taxiway Rehabilitation (Pavement Maintenance) - Construction (Force Account) (work yet to be completed)

Wildlife Hazard Management Plan



P139 Certification Inspection - Discrepancies

Failure to maintain runway markings

Missing beads over the entire runway

Failure to maintain taxiway markings

Faded TW CL markings

Non-visible TW lead on/off lines

Failure to maintain hold position markings

Pink appearance on surface painted holding position sign (SPHPS) markings & missing beads

4. PROJECT NARRATIVE

(See Form 5100-100 Part IV)

5. FORM 5100-100



Application for Federal Assistance (Development Projects)

PART II – PROJECT APPROVAL INFORMATION

SECTION A	
Item 1. Does this assistance request require State, local, regional, or other priority rating? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Governing Body: Priority:
Item 2. Does this assistance request require State, or local advisory, educational or health clearances? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Agency or Board: (Attach Documentation)
Item 3. Does this assistance request require clearinghouse review in accordance with OMB Circular A-95? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	(Attach Comments)
Item 4. Does this assistance request require State, local, regional, or other planning approval? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Approving Agency: Date:
Item 5. Is the proposal project covered by an approved comprehensive plan? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Check one: State <input type="checkbox"/> Local <input type="checkbox"/> Regional <input type="checkbox"/> Location of Plan:
Item 6. Will the assistance requested serve a Federal installation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Federal Installation: Federal Population benefiting from Project:
Item 7. Will the assistance requested be on Federal land or installation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Name of Federal Installation: Location of Federal Land: Percent of Project: %
Item 8. Will the assistance requested have an impact or effect on the environment? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	(See instructions for additional information to be provided.)
Item 9. Will the assistance requested cause the displacement of individuals, families, businesses, or farms? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Number of: Individuals: Families: Businesses: Farms:
Item 10. Is there other related Federal assistance on this project previous, pending, or anticipated? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	(See instructions for additional information to be provided.)

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 Airport Sponsor works with the Merced County Airport Land Use Commission (ALUC) on compatible usage of land adjacent to the Airport. The Merced County ALUC adopted the Merced County Airport Land Use Compatibility Plan on June 21, 2012.
<http://www.co.merced.ca.us/index.aspx?nid=406>

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:

The Airport Sponsor has no federal debt delinquencies.

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:

There are no circumstances that may preclude the successful completion of the project or compliance with applicable grant assurances.

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.

Merced Vision 2030 General Plan

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

Not applicable

6. 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 which project is proposed.

Not applicable

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.

Not applicable

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.

Complies with applicable air / water quality standards

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:

The Airport Sponsor has no grants of exclusive rights for the conduct of any aeronautical activity.

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”:

The Airport Sponsor holds the property interest on the land areas pertaining to the project (existing runways / taxiways).

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”:

Not applicable

(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”

Not applicable

*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: <u>20.106</u>			
2. Functional or Other Breakout: <u>Airport Improvement Program</u>			
SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	Use only for revisions		Total Amount Required
	Latest Approved Amount	Adjustment + or (-)	
1. Administration expense	\$	\$	\$
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			17,000.00
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			105,406.00
12. Equipment			
13. Miscellaneous			
14. Total (Lines 1 through 13)			122,406.00
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			122,406.00
17. Less: Ineligible Exclusions			
18. Add: Contingencies			
19. Total Project Amt. (Excluding Rehabilitation Grants)			122,406.00
20. Federal Share requested of Line 19			116,286.00
21. Add Rehabilitation Grants Requested (100 Percent)			
22. Total Federal grant requested (lines 20 & 21)			116,286.00
23. Grantee share			6,120.00
24. Other shares			
25. Total Project (Lines 22, 23 & 24)	\$	\$	\$ 122,406.00

SECTION C – EXCLUSIONS		
Classification	Ineligible for Participation (1)	Excluded From Contingency Provision (2)
a.	\$	\$
b.		
c.		
d.		
e.		
f.		
g. Totals	\$	\$

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
27. Grantee Share	
a. Securities	\$
b. Mortgages	
c. Appropriations (By Applicant)	6,120.00
d. Bonds	
e. Tax Levies	
f. Non Cash	
g. Other (Explain)	
h. TOTAL - Grantee share	6,120.00
28. Other Shares	
a. State	
b. Other	
c. Total Other Shares	
29. TOTAL	\$ 6,120.00

SECTION E – REMARKS
<p>The following items are incorporated by reference: Plans and Specs dated: Not applicable Exhibit A dated: August / 2013</p>


PART IV – PROGRAM NARRATIVE (Attach – See Instructions)

PART IV
PROGRAM NARRATIVE
(Suggested Format)

PROJECT : RWY / TWY REHAB - ENV DOCUMENTATION & CONSTRUCTION (FORCE ACCT); WHMP

AIRPORT : Merced Regional Airport

1. Objective:

The force account project will rehabilitate (pavement maintenance) runway / taxiway pavement to meet marking standards per AC 150/5340-1, Standards for Airport Markings and as mandated by Part 139 inspection reports (see attached Letter of Correction and related correspondence). Project 1 includes completing environmental documentation and construction for remarking and correcting runway centerline markings, runway designation markings, and runway threshold markings. This work has already been completed and MCE is seeking reimbursement. Project 2 includes remarking and correcting missing beads on runway pavement, correcting faded taxiway centerline markings, non-visible taxiway lead on/off lines, and correcting pink appearance and missing beads on holding position markings. This work has not yet been completed. Project 3 includes completing a Wildlife Hazard Management Plan as mandated by Part 139 inspection reports. A Wildlife Hazard Assessment was completed in FY 2015. 

2. Benefits Anticipated:

The anticipated benefits of the project include an operational runway / taxiway with markings in compliance with AC 150/5340-1, Standards for Airport Markings, and pavement markings that are visible and clear to pilots during the daytime and nighttime hours. The Wildlife Hazard Management Plan is a required document that will help the Airport mitigate wildlife hazards.

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

The Airport Sponsor will remove paint remnants and correct pavement markings as appropriately to address concerns addressed in the Part 139 Letter of Correction. The work will be completed as a force account. Project 1 was already completed and MCE is seeking reimbursement for this work. Project 2 has yet to be completed. Environmental documentation (CatEx) was completed in December 2015.

A Wildlife Hazard Management Plan, Project 3, will be completed to finalize FY 2015 Wildlife Hazard Assessment efforts. Project completion is anticipated between 1/1/16 and 9/30/16.

4. Geographic Location:

Merced Regional Airport

5. If Applicable, Provide Additional Information:

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

Steven C. Carrigan, 678 West 18th Street, Merced, CA 95340 (209) 385-6834
Janet Young, 20 Macready Drive, Merced, CA 95340 (209) 385-6873

6. BID TABULATIONS / NEGOTIATED AMOUNTS

This project is a force account project and will be completed by the Airport Sponsor per force account procedures outlined in the AIP Handbook.

7. EXHIBIT A

There has been no change in the Exhibit “A” since the last AIP project and/or last Exhibit “A” submittal. The August 2013 Exhibit “A” is on file at the FAA SF ADO office.

8. TITLE CERTIFICATE OR LONG TERM LEASE AGREEMENT

To be provided upon request by the FAA ADO

9. INDEPENDENT COST ESTIMATE

Excerpt from FAA AC 150/5100-14E, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects

4.8 **Sponsor Force Account Projects.**

Per FAA Order 5100.38, proposals to accomplish airport engineering with the Sponsor's own personnel or by its agent must be approved by the FAA. Proposals must be submitted in writing and subjected to a review similar to that for engineering contracts. The Sponsor's proposal to use force account rather than contract-engineering services must be fully documented and should contain as a minimum:

1. Justification for doing the work by force account rather than by contract;
2. Estimate of costs, including detailed data on estimated work hours, hourly rates, non-salary expenses, and indirect costs;
3. Names and engineering qualifications of personnel that will be accomplishing specific tasks;
4. Statements concerning the capability of the Sponsor to perform the various tasks of design, supervision, inspections, testing, etc., as applicable to the project with arguments to support the decision to use force account;
5. Summary of Sponsor's experience with airport engineering pertaining to projects with similar design scopes; and
6. Statement by the Sponsor on the ability of its personnel to integrate the project into their workload, with a schedule of accomplishment of tasks, date by which the work will be completed, or dates within which it will take place.

Please refer to Airport Sponsor letter to FAA SF-ADO, dated December 31, 2015, which requests the use of force account work in writing per the FAA Order 5100.38D, Airport Improvement Program Handbook. See answers also provided below.

1. Justification for doing the work by force account rather than by contract:

General airfield pavement maintenance is commonly performed by Airport staff at most airports. The FAA has strict guidance pertaining to maintenance of airport pavements per AC 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements*. Restoring and maintaining pavement markings is considered typical preventive pavement maintenance. Unless included as part of an overall reconstruction or new construction project that includes a more complex scope, which is not in the foreseeable future, it is more cost effective to the Airport and to the FAA to maintain and remark the runways and taxiways using Airport staff. If the work was performed by an outside contractor, the estimated cost would be about \$500,000. The City of Merced believes this work can be completed for about \$100,000, excluding purchase of paint striping, if done as a force account.

To date, the Airport has been working with the City to fund the remarking work on a piecemeal basis and only as funding permits. An FAA grant to complete the work will expedite compliance with FAA standards and correct the discrepancies identified in the Part 139 Inspection Letter of Correction. Already, requests have been made to extend the correction of the discrepancies.

2. Estimate of costs, including detailed data on estimated work hours, hourly rates, non-salary expenses, and indirect costs:

The Grant 025 cost breakdown is as follows:

Grant Application No: 025							
Project Description: Runway / Taxiway Rehabilitation (Pavement Maintenance) Environmental Documentation & Construction Reimbursement (Force Account); Runway / Taxiway Rehabilitation (Pavement Maintenance) Construction (Force Account); Wildlife Hazard Management Plan							
Brief Item Description	Construction or Land Cost	Engr./Land Incidental	Environmental Cost	Administration Cost	Federal Share	Local Share	Total
					95.00%	5.00%	
Environmental (CatEx)	\$ -		\$ 5,000	\$ -	\$ 4,750	\$ 250	\$ 5,000
Construction (Personnel / Labor) (estimate)	\$ 18,200	\$ -	\$ -	\$ -	\$ 17,290	\$ 910	\$ 18,200
Construction (Equipment) (estimate)	\$ 9,409	\$ -	\$ -	\$ -	\$ 8,939	\$ 470	\$ 9,409
Construction (Supplies) (estimate)	\$ 77,797	\$ -	\$ -	\$ -	\$ 73,907	\$ 3,890	\$ 77,797
Wildlife Hazard Management Plan	\$ -	\$ -	\$ 12,000	\$ -	\$ 11,400	\$ 600	\$ 12,000
Total	\$ 105,406	\$ -	\$ 17,000	\$ -	\$ 116,286	\$ 6,120	\$ 122,406

The Airport has completed approximately 33% of the pavement remarking work to date and has compiled information pertaining to all equipment and supplies purchased and employee hours expended on the work. The Airport has also estimated the amount of work remaining. The intent is to complete the work upon the final grant offer and award acceptance. The City of Merced has adequate funds to carry payrolls, however it is seeking funding for the purchase of the necessary paint and glass beads. A summary of the employee hours expended to date is summarized in the below table.

Runway / Taxiway Rehabilitation (Pavement Maintenance) Construction (Force Account)

	Employee Hours	
	Project 1 - Reimbursement (Work Completed)	Project 2 - New (Estimate of Work Yet to be Completed)
P139 Certification Inspection - Discrepancies		
Failure to maintain runway markings		
Faded RW CL markings	56	
White and beige hues on RW designation markings	28	
White and beige hues and paint remnants on / near RW threshold markings	28	
Missing beads over the entire runway		70
Failure to maintain taxiway markings		
Faded TW CL markings		56
Non-visible TW lead on/off lines		70
Failure to maintain hold position markings		
Pink appearance on surface painted holding position sign (SPHPS) markings & missing beads		56
Signs		
Faded signs	Completed - not seeking funding assistance	
Non-standard inbound destination signs	Completed - not seeking funding assistance	
TOTAL	112	252

RW = Runway, TW = Taxiway, CL = Centerline

The reimbursable hourly rates were applied to the employee work hours to generate a labor cost for the pavement marking work as shown below. The equipment usage rates were determined based on the supplied hourly equipment rate via EP-1110-1-8 (referenced in the AIP Handbook) as shown below.

Personnel / Labor			
Project 1	\$50	employee reimbursable hourly rate	
	112	employee hours spent to use machine	
	\$5,600	Labor cost	
Project 2	\$50	employee reimbursable hourly rate	
	252	employee hours spent to use machine	
	\$12,600.00	Labor cost	
Equipment - Striper Machine			
Project 1	\$25.85	Hrly equipment rate determination via EP-1110-1-8	
	112	employee spent to use machine	
	\$2,895.20	Equipment rental rate applicable to construction	
Project 2	\$25.85	Hrly equipment rate determination via EP-1110-1-8	
	252	employee spent to use machine	
	\$6,514.20	Equipment rental rate applicable to construction	

Table 2-1. HOURLY EQUIPMENT OWNERSHIP AND OPERATING EXPENSE

CAT	REGION 7			ENGINE HORSEPOWER AND FUEL TYPE		VALUE (TEV)	TOTAL HOURLY RATES (\$/HR)		ADJUSTABLE ELEMENTS			CWT
	ID.NO.	MODEL	EQUIPMENT DESCRIPTION	MAIN	CARRIER	2011 (\$)	AVERAGE	STANDBY	DEPR	FCCM	FUEL	
			M-B COMPANIES, INC.									
	L25MB002	5-10	LINE STRIPING EQUIPMENT, STRIPER, 1 GUN, WALK-BEHIND, SINGLE COLOR	5 HP	G	\$7,092	4.71	0.32	0.54	0.05	1.47	6
	L25MB005	5-12A	LINE STRIPING EQUIPMENT, STRIPER, 2 GUNS, WALK BEHIND, SINGLE COLOR	10 HP	G	\$12,842	8.02	0.65	1.12	0.09	2.95	6
	L25MB007	220	LINE STRIPING EQUIPMENT, STRIPER, INTERMEDIATE, 3-4 GUNS, SELF PROPELLED, THREE COLORS	23 HP	G	\$59,853	25.85	3.43	5.99	0.43	6.78	30
	L25MB006	245	LINE STRIPING EQUIPMENT, STRIPER, INTERMEDIATE, 3 GUNS, SELF PROPELLED, TWO COLORS	60 HP	G	\$106,538	51.72	6.09	10.65	0.76	17.69	48
	L25MB004	VANMARK 360	LINE STRIPING EQUIPMENT, STRIPER, INTERMEDIATE, 3-4 GUNS, W/11,000 LBS GVW TRUCK, TWO COLORS	190 HP	G	\$176,275	114.86	9.96	17.42	1.25	56.03	133
	L25MB008	360	LINE STRIPING EQUIPMENT, STRIPER, INTERMEDIATE, 3-4 GUNS, THERMAL 120 GAL, TRUCK MTD, TWO COLORS	190 HP	D-off	\$191,547	87.23	10.63	18.53	1.36	27.19	80

The supply costs were determined for Project 1 based on the supplies already purchased.

Restriping Project - Purchase of Paint and Beads for Project 1

Date	Item	Cost	Tax @ 8%	Totals
6/12/2015	Airport Beads	\$10,947.00	\$875.76	\$11,822.76
6/12/2015	Hotline Traffic Paint	\$3,025.00	\$242.00	\$3,267.00
			Subtotal	\$15,089.76
8/28/2015	Spray Tip	205.74	16.46	\$222.20
8/28/2015	Spray Accessory - Pump Protector	39.56	3.16	\$42.72
			Subtotal	\$264.92
10/2/2015	Beads (1 ea)	\$10,865.00	\$869.20	\$11,734.20
10/2/2015	Paint (220 cans @ 5 gal ea)	\$3,437.50	\$275.00	\$3,712.50
			Subtotal	\$15,446.70
10/20/2015	Cln & Dip Clnr Gal	\$70.18	\$5.61	\$75.79
10/20/2015	RAC Striping	\$238.50	\$19.08	\$257.58
10/20/2015	QP Repair Kit	\$308.00	\$24.64	\$332.64
				\$666.01
			Discount	-\$10.53
			Subtotal	\$655.48
		Grand Total:		\$31,456.86

The supply costs for Project 2 were estimated based on an estimate of the supplies required to complete the pavement markings.

Restriping Project - Purchase of Paint and Beads for Project 2						
Date	Item	Cost	Tax @ 8%	Grant 026 Totals	Estimated Grant 026 Quantity	Grant 026 Totals
10/2/2015	Beads (1 ea)	\$10,865.00	\$869.20	\$11,734.20	1	\$11,734.20
10/2/2015	Paint (220 cans @ 5 gal ea)	\$3,437.50	\$275.00	\$3,712.50	3	\$11,137.50
			Subtotal	\$15,446.70		\$46,340.10

3. Names and engineering qualifications of personnel that will be accomplishing the specific tasks:

Airport Operations Technician Jon Kwiatowski is the paint striper operator responsible for accomplishing the necessary pavement markings in compliance with AC 150/5340-1, *Standards for Airport Markings*.

4. Statements concerning the capability of the Sponsor to perform the various tasks of design, supervision, inspections, testing, etc., as applicable to the project with arguments to support the decision to use force account:

The Airport has qualified personnel (airport operations technician and access to Public Works personnel as needed) to complete the pavement remarking work in compliance with AC 150/5340-1, *Standards for Airport Markings*. The work undertaken to date, which includes remarking the runway centerline, has been performed in compliance with applicable FAA requirements.

5. Summary of Sponsor's experience with airport engineering pertaining to projects with similar design scopes:

General airfield pavement maintenance is commonly performed by Airport staff at most airports. The FAA has strict guidance pertaining to maintenance of airport pavements per AC 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements*. Restoring and maintaining pavement markings is considered typical preventive pavement maintenance. Unless included as part of an overall reconstruction or new construction project that includes a more complex scope, which is not in the foreseeable future, it is more cost effective to the Airport and to the FAA to maintain and remark the runways and taxiways using Airport staff.

6. Statement by the Sponsor on the ability of its personnel to integrate the project into their workload, with a schedule of accomplishment of tasks, date by which the work will be completed, or dates within which it will take place.

The work for Project 1 has already been completed and the grant is for reimbursement of the funds expended to date. Upon being awarded the grant funds for Project 2, the Sponsor will work to complete the pavement remarking of applicable areas as soon as possible so as to

resolve the deficiencies addressed in the Part 139 Letter of Correction. The total estimated time remaining to complete the work is approximately 252 hours, or up to 6.3 weeks with one employee completing the work with an anticipated deadline of no later than September 30, 2016.

10. RECORD OF NEGOTIATION

The work to be completed for Grant 025 will be a force account and no consultants were therefore asked to provide qualifications, a scope of work, or detailed independent cost estimate.

11. PROJECT SCHEDULE

The Airport Sponsor has already completed the work for Project 1 and the grant application is to obtain reimbursement of project funds expended to date.

The Airport Sponsor will work to complete the work for Project 2. The work includes pavement remarking of applicable areas and will be completed as soon as possible so as to resolve the deficiencies addressed in the Part 139 Letter of Correction. The total estimated time remaining to complete the work is approximately 252 hours, or up to 6.3 weeks with one employee completing the work and with an anticipated deadline of no later than September 30, 2016.

The Airport Sponsor will work to complete Project 3, the Wildlife Hazard Management Plan, with an anticipated deadline of no later than September 30, 2016.

12. CONSULTATION WITH AIRPORT USERS

Excerpt from FAA Order 5100.38D, Airport Improvement Program Handbook

3-20. Consultation with Airport Users.

Per 49 USC § 47105(a)(2), a sponsor must consult with the airport users that will be affected by the project. The consultation process does not require users to provide input or agree with the proposal. Other consultation requirements are included in Table 3-14.

Table 3-14 Airport User Consultation Requirements

Requirements per FAA policy include...
a. The affected parties must be given a reasonable opportunity to provide input to proposals for airport development.
b. The consultation must take place prior to submittal of the grant application. Since consultation is part of planning project, separate pre-grant consultation is not required.
c. The consultation must include all project considerations that bear on the decision to proceed and which impact users' charges or operations.
d. At a minimum, the consultation must cover the general nature of the development proposed, its estimated cost, and its estimated start and stop dates.

The Airport is undertaking a project to remark existing pavement markings in order to address areas of deficiency as identified in the Part 139 Letter of Correction from December 2014 with updates as of October 2015. The existing pavement markings will be remarked as necessary in conformance with FAA AC 150/5340-1, Standards for Airport Markings.

13. NEPA COMPLIANCE

A request for Categorical Exclusion for airfield pavement marking was submitted to the FAA SF ADO on December 22, 2015. A Categorical Exclusion determination was made on January 6, 2016.



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

Western-Pacific Region
Airports Division

San Francisco Airports District Office
1000 Marina Boulevard, Suite 220
Brisbane, CA 94005-1835

January 6, 2016

RECEIVED

JAN 11 2016

Ms. Janet E. Young
Manager, Merced Regional Airport
20 Macready Drive
Merced, California 95341

Subject: Environmental Evaluation of Merced Regional Airport Project: Airfield Pavement Marking

Dear Ms. Young:

The Federal Aviation Administration (FAA) has reviewed the environmental information you submitted for the Merced Regional Airport Project: Airfield Pavement Marking. The FAA has determined the proposed project is Categorical Excluded pursuant to FAA Order 1050.1F as it relates to the National Environmental Policy Act of 1969, as amended (NEPA). This also reverifies our prior FAA NEPA Categorical Exclusion verification of March 17, 2014 for Runway Marking at Merced Regional Airport. Therefore, no further federal environmental disclosure documentation for this project is necessary for NEPA purposes.

This letter notifies you that the proposed project has complied with NEPA only. This is not a notice of final project approval of funding availability.

For future reference please note that a verification from our office that a specific project is Categorical Excluded from detailed documentation under the NEPA is good for three years unless environmental site conditions change during that period.

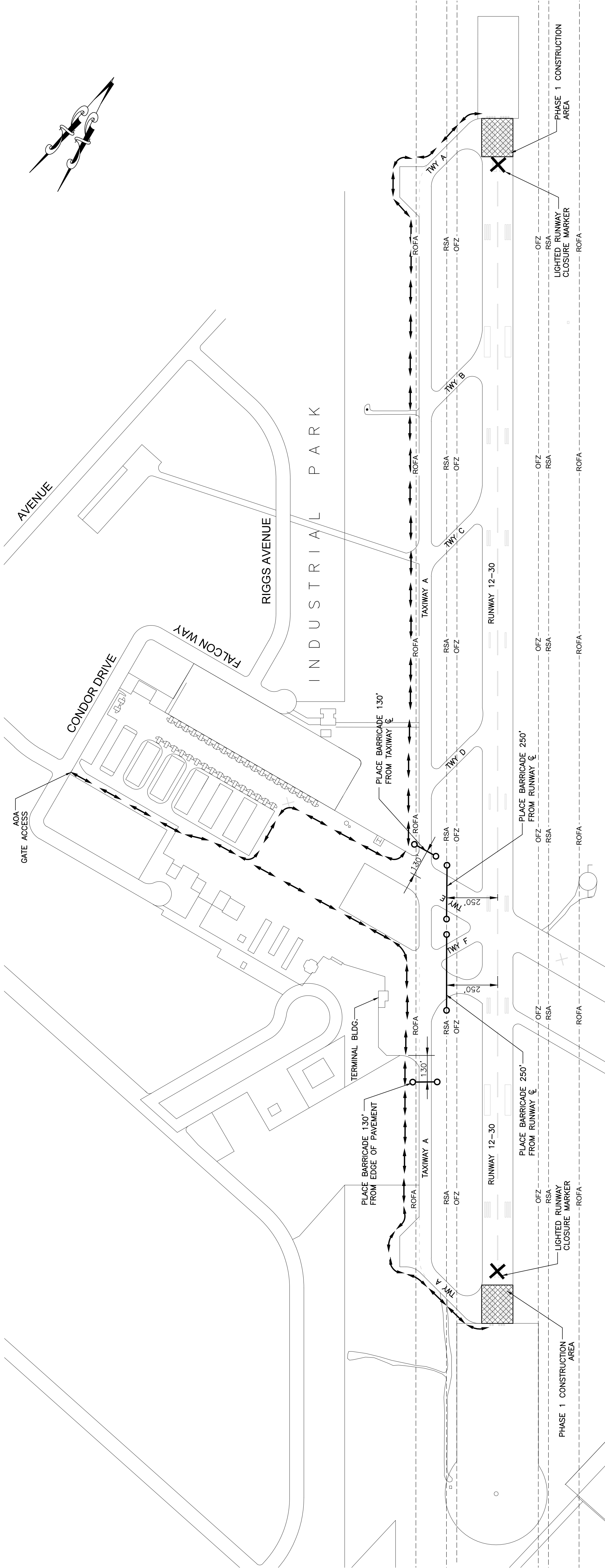
If you have any questions regarding this matter I am available at 650-827-7612, or email me at Douglas.Pomeroy@faa.gov.

Sincerely,

Douglas R. Pomeroy
Environmental Protection Specialist

14. CONSTRUCTION SAFETY / PHASING PLAN

For Projects 1 & 2 – Runway / Taxiway Rehabilitation (Pavement Maintenance)



PHASE 1
RUNWAY CLOSURE SITE PLAN

SCALE: 1"=250'-0"

PHASING NOTES:

1. WORK HOURS 06:30AM DAYTIME – 08:30AM DAYTIME
10:00AM DAYTIME – 11:00AM DAYTIME
12:30PM DAYTIME – 03:15PM DAYTIME
2. PHASE 1 ACCOMPLISHED DURING A MAXIMUM OF 2 WORK DAYS CLOSURE
3. REQUIRES 3 WEEKS NOTIFICATION TO AIRSIDE OPERATIONS.

LEGEND

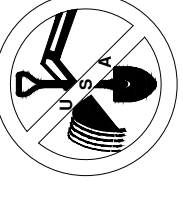
- CONTRACTOR HAUL ROUTE
- BARRICADES
- LIGHTED RUNWAY CLOSURE MARKERS
- PHASE 1 CONSTRUCTION AREA

ABBREVIATIONS

- AOA AIR OPERATIONS AREA
- OFZ OBSTACLE FREE ZONE
- ROFA RUNWAY OBJECT FREE AREA
- RSA RUNWAY SAFETY AREA
- TWY TAXIWAY

NO.	DATE	BY	REVISION	MADE

Underground Service Alert



TWO DAYS BEFORE YOU DIG

Call: TOLL FREE 1 (800) 642 - 2444

NOTES:
ALL REFERENCES AND WRITTEN DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS AND SHALL BE CONSIDERED FINAL.
DISCREPANCY SHALL BE BROUGHT TO NOTICE OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY WORK.



City of Merced
"Gateway to Yosemite"

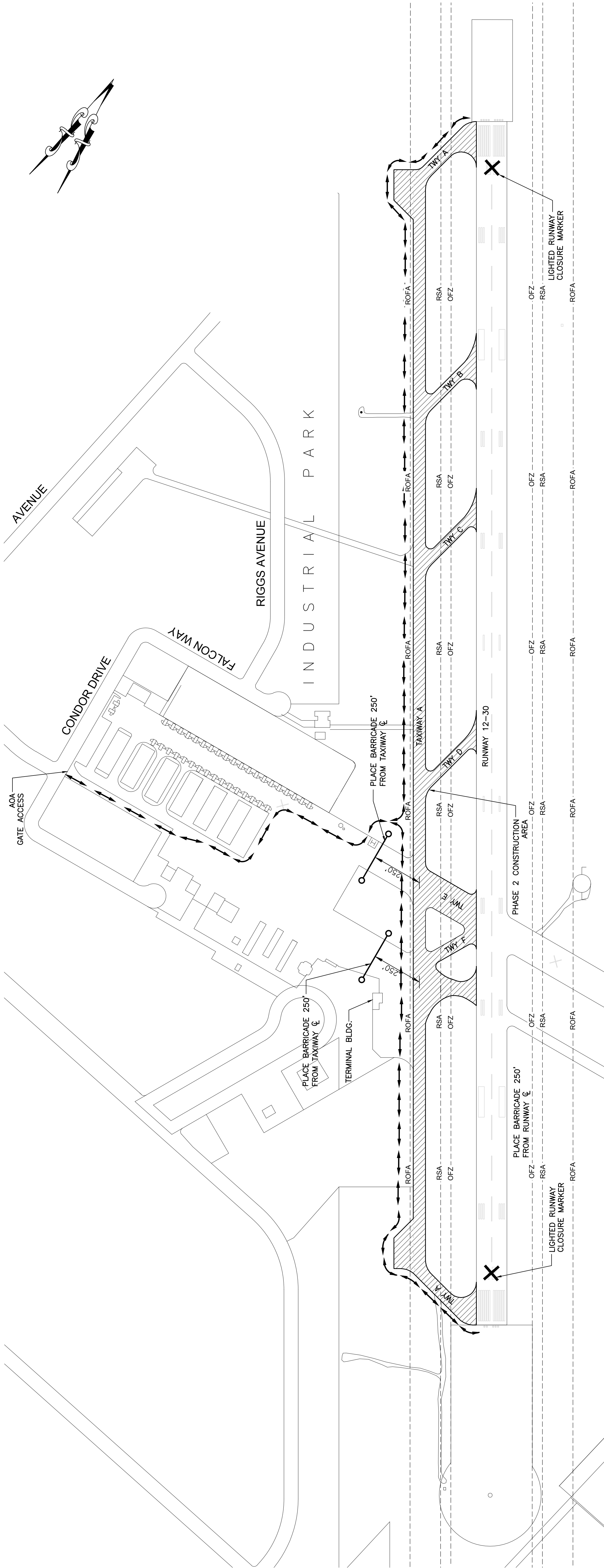
DEVELOPMENT SERVICES
ENGINEERING PROJECTS AND STANDARDS
678 W. 18th Street (209) 385-6846

PHASE 1
RUNWAY CLOSURE PLAN

MERCED REGIONAL AIRPORT (MCA)

DR. BY: SER
DATE: 4/13/16
CH. BY: ##
DATE: 4/13/16
SCALE: AS SHOWN

File No. ####
Sheet
1
of 3



PHASE 2 TAXIWAY CLOSURE SITE PLAN

SCALE: 1"=250'-0"

PHASING NOTES:

1. WORK HOURS 06:30AM DAYTIME – 08:30AM DAYTIME
10:00AM DAYTIME – 11:00AM DAYTIME
12:30PM DAYTIME – 03:15PM DAYTIME
2. PHASE 2 ACCOMPLISHED DURING A MAXIMUM OF 3 WORK DAYS CLOSURE
3. REQUIRES 3 WEEKS NOTIFICATION TO AIRSIDE OPERATIONS.

LEGEND

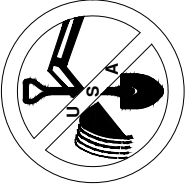
- CONTRACTOR HAUL ROUTE
- BARRICADES
- LIGHTED RUNWAY CLOSURE MARKERS
- PHASE 1 CONSTRUCTION AREA

ABBREVIATIONS

- AOA AIR OPERATIONS AREA
- OFZ OBSTACLE FREE ZONE
- ROFA RUNWAY OBJECT FREE AREA
- RSA RUNWAY SAFETY AREA
- TWY TAXIWAY

NO.	DATE	BY	REVISION	MADE

Underground Service Alert



TWO DAYS
BEFORE
YOU DIG

CALL: TOLL FREE 1 (800) 642 - 2444

NOTES:
ALL REFERENCES AND WRITTEN
DIMENSIONS SHALL TAKE
PREFERENCE OVER SCALED
DIMENSIONS AND SHALL BE
CONSIDERED FINAL.
DISCREPANCY SHALL BE BROUGHT
TO NOTICE OF THE ENGINEER
PRIOR TO THE COMMENCEMENT
OF ANY WORK.



City of Merced
"Gateway to Yosemite"
DEVELOPMENT SERVICES
ENGINEERING PROJECTS AND STANDARDS
678 W. 18th Street (209) 385-6846

PHASE 2 TAXIWAY CLOSURE PLAN

MERCED REGIONAL AIRPORT (MCA)

DR. BY: SER	DATE: 4/13/16
CH. BY: ##	DATE: 4/13/16
SCALE: AS SHOWN	

Sheet

2

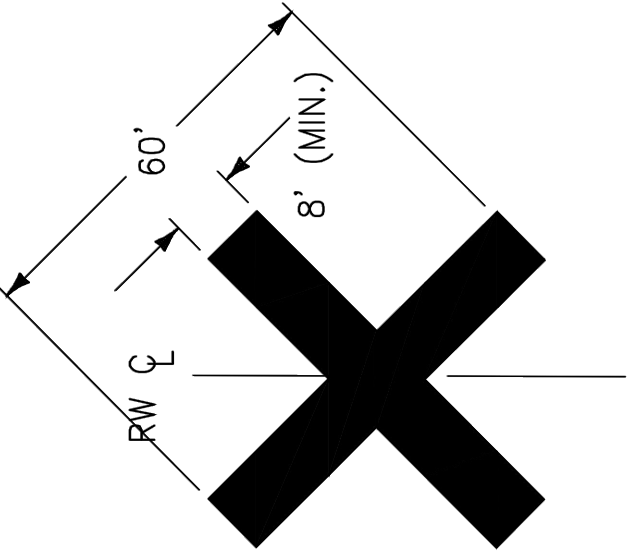
of 3

GENERAL NOTES

- THE AUTHORITY RESERVES THE RIGHT TO DELAY THE START OF WORK SHOULD IT BE DETERMINED TO HAVE SIGNIFICANT OPERATIONAL IMPACTS.
- ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK) AND FAA ADVISORY CIRCULARS.
- THE CITY AIRPORT PERSONNEL SHALL PROVIDE LIGHT TOWERS FOR ALL NIGHTTIME WORK SCHEDULED AT NOT GREATER THAN 100 FEET. LIGHT TOWERS SHALL BE AIMED AS TO NOT INTERFERE WITH THE VISIBILITY OF EITHER PILOTS OR TOWER PERSONNEL.
- ALL CONSTRUCTION ACTIVITIES SHALL CONFORM TO FAA ADVISORY CIRCULARS 150/5370-2F/100G (OR LATEST EDITION) AND THE PROJECT CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) SPECIFIED BY ADVISORY CIRCULAR. A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) SHALL BE PROVIDED BY THE CITY. CITY PERSONNEL SHALL COMPLY WITH SECURITY REQUIREMENTS PRIOR TO THE START OF WORK.
- THE CITY AIRPORT PERSONNEL IS DIRECTED TO COMPLY WITH, AND ACQUAINT ALL EMPLOYEES WITH, THE FOLLOWING FAA ADVISORY CIRCULARS (LATEST EDITIONS) AND RELATED REGULATIONS:
 - 150/6200-18 "AIRPORT SAFETY SELF-INSPECTION"
 - 150/6210-5 "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT."
 - 150/6210-24 "AIRPORT FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT".
 - 150/5370-2F "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- THE CITY AIRPORT PERSONNEL SHALL CONDUCT A SAFETY MEETING PRIOR TO THE START OF EACH SHIFT, DISCUSSING, AT A MINIMUM ALL TOPICS SPECIFIED BY THE ADR AND CONFORMING TO FAA ADVISORY CIRCULARS AND CALIFORNIA BUILDING/OSHA CODES AND REGULATIONS.
- THROUGHOUT THE CONSTRUCTION PROCESS THE FOLLOWING SAFETY AND OPERATIONAL REQUIREMENTS SHALL BE IN EFFECT:
 - OPERATIONAL SAFETY WILL BE A STANDING AGENDA ITEM DURING WEEKLY SAFETY AND PROGRESS MEETINGS.
 - THE CONTRACTOR SHALL PERFORM DAILY WORKSITE INSPECTIONS, AND
 - COMPLIANCE WITH OSHA REQUIREMENTS FOR SAFETY AND PERSONAL PROTECTIVE EQUIPMENT APPROPRIATE FOR THE TASK, AS DEFINED BY OSHA.
- ALL CITY VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. ABSOLUTELY NO CONTRACTOR VEHICLES WILL BE ALLOWED ON OTHER ACTIVE AIRFIELD OPERATIONS AREAS. CONTRACTOR HAUL ROUTES ACROSS ACTIVE AIRFIELD PAVEMENTS SHALL REQUIRE AUTHORITY ESCORT.
- AIRCRAFT AND EMERGENCY VEHICLES SHALL HAVE THE RIGHT-OF-WAY AT ALL TIMES. DURING OF EMERGENCY AIR OPERATIONS (FIRE FIGHTING, RESCUE, MEDICAL TRANSPORT, ETC.) THE CONTRACTOR MAY BE INSTRUCTED TO CEASE WORK OR VACATE SPECIFIC AREAS OF THE CAUSED BY ORDERED CESSATION OF WORK DURING EMERGENCY. AIRPORT, ANY DELAYS AIRPORT OPERATIONS SHALL BE GROUNDS FOR TIME EXTENSIONS, AS APPROVED BY THE ADR.
- ANY WORK INSIDE THE SECURITY IDENTIFICATION DISPLAY AREA (SIDA) WILL REQUIRE SIDA BADGING. CONTRACTORS SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ADR PRIOR TO THE START OF WORK.
- ALL CITY VEHICLES OR EQUIPMENT THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT IN THE AIRCRAFT OPERATIONS AREA (AOA) SHALL DISPLAY IN FULL VIEW A FLASHING AMBER (YELLOW) DOME OVER THE VEHICLE A 3' X 3' OR LARGER, ORANGE TYPE LIGHT OR AB - AND WHITE CHECKBOARD FLAG, EACH CHECKERBOARD COLOR BEING 1 FOOT SQUARE. (SEE - CONSTRUCTION SAFETY FLAG DETAIL THIS SHEET). ANY VEHICLE OR EQUIPMENT OPERATING IN THE AOA DURING THE HOURS OF DARKNESS SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME LIGHT, MOUNTED ON TOP OF THE VEHICLE OF SUCH INTENSITY TO CONFORM TO LOCAL CODES AND AC 150/5370 2F. -

SAFETY NOTES

- CONTRACTOR SHALL MARK RUNWAY SAFETY AREAS (RSA) AND TAXIWAY SAFETY AREAS (TSA) AND SHALL REMAIN CLEAR OF THESE AREAS DURING CONSTRUCTION.
- CONTRACTOR SHALL NOT PARK EQUIPMENT OVERNIGHT OR STOCKPILE MATERIALS INSIDE OF OFA THAT MEN AND EQUIPMENT WILL BE IN SPECIFIC STAGING AREAS OUTSIDE THE RSA FOR THE DURATION OF THE PROJECT.
- CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 96 HOURS BEFORE ANY NOTAMS ARE REQUIRED. ENGINEER WILL THEN COORDINATE WITH AIRPORT MANAGEMENT TO ENSURE NOTAMS ARE PUBLISHED APPROPRIATELY. ALL OPENINGS AND CLOSURES OF PORTIONS OF THE AIRPORT OPERATION AREA (AOA) OR RESTRICTIONS ON AIRPORT OPERATIONS SHALL BE INITIATED AND CANCELED BY THE OWNER.
- THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A PLAN SHOWING PROPOSED PARKING AND STORAGE LOCATIONS. THIS PLAN WILL HAVE TO BE APPROVED BY THE ENGINEER PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL PARK ALL EQUIPMENT IN THE STORAGE AREA WHEN NOT IN USE.
- FLAGMEN OR ESCORTS WILL BE REQUIRED TO DIRECT THE CONTRACTOR'S TRUCKS AND EQUIPMENT WHICH ARE OPERATING IN THE AREA OF A MOVING AIRCRAFT.
- CONSTRUCTION PERSONNEL AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE AOA UNTIL NOTAMS HAVE BEEN ISSUED.
- REFERENCE FAA AC 150/5370-2F "OPERATIONAL SAFETY ON THE AIRPORTS DURING CONSTRUCTION", OR LATEST VERSION FOR ADDITIONAL SAFETY INFORMATION AND REQUIREMENTS.
- CONSTRUCTION ACTIVITY WITHIN A RSA WILL REQUIRE CLOSING PART OR ALL OF THE AFFECTED RUNWAY. CONSTRUCTION ACTIVITY WITHIN TAXIWAY AREA S AS (TSA) / OFA IS PERMISSIBLE WHEN THE TAXIWAY IS OPEN TO AIRCRAFT TRAFFIC IF:
 - ADEQUATE WING TIP/EMPIRENGE CLEARANCE EXIST BETWEEN THE AIRCRAFT AND EQUIPMENT/MATERIAL
 - EXCAVATIONS, TRENCHES, OR OTHER CONDITIONS ARE CONSPICUOUSLY MARKED AND LIGHTED.
 - NOTICES TO AIRMEN ARE IN EFFECT CONCERNING THE ACTIVITY, USUALLY "PERSONNEL AND EQUIPMENT ADJACENT TO TAXIWAY", AND
 - A FIVE (5) FOOT CLEARANCE IS MAINTAINED BETWEEN EQUIPMENT AND MATERIAL AND ANY PART OF AN AIRCRAFT. IN THESE SITUATIONS, FLAGGERS MUST BE USED TO DIRECT CONSTRUCTION EQUIPMENT, AND WING WALKERS WILL BE NECESSARY TO GUIDE AIRCRAFT. WING WALKERS SHOULD BE POSITIVELY IDENTIFIED BY CONSTRUCTION PERSONNEL. CONSTRUCTION EQUIPMENT CAN NOT BE MAINTAINED THEN IT WILL BE NECESSARY TO MOVE PERSONNEL AND EQUIPMENT FOR THE PASSAGE OF THAT CRAFT.
- CONSTRUCTION EQUIPMENT AND VEHICLES SHALL NOT EXCEED 15 MPH WITHIN THE AIRPORT PROPERTY.
- THE CONTRACTOR SHALL SUPPLY PORTABLE HAND HELD RADIOS (AVIATION BAND), SET TO A PREDETERMINED FREQUENCY ESTABLISHED BY THE AIRPORT MANAGER, TO EACH FLAGMAN, SUPERVISORY INDIVIDUAL AND ENGINEER SO THAT THEY MAY KEEP IN CONSTANT CONTACT AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER MAINTENANCE OF ALL RADIOS AND ACCEPTANCE BY THE OWNER. THE ENGINEER SHALL RETURN THE RADIO SET TO THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL HAND-HELD RADIO SETS IN WORKING ORDER AT ALL TIMES FOR THE DURATION OF THE PROJECT. SHOULD THE CONTRACTOR FAIL TO PROVIDE WORKING HAND-HELD RADIO AT ANY POINT DURING CONSTRUCTION, THE ENGINEER MAY CHOOSE TO CEASE ALL CONSTRUCTION ACTIVITY UNTIL WORKING RADIOS ARE PROVIDED. THESE DELAYS SHALL NOT AFFECT THE OVERALL CONTRACT TIME.
- NO TRENCHES IN OR DIRECTLY ADJACENT TO OPERATIONAL PAVEMENT SHALL REMAIN OPEN LONGER THAN 24 HOURS. ALL TRENCHES SHALL BE FULLY COVERED WITHIN THE AREA. TRENCHES NOT BACKFILLED SHALL BE COVERED WITH STEEL PLATES TO ALLOW SAFE PASSAGE BY AIRCRAFT ACROSS THE TRENCH, IF APPROVED BY THE AIRPORT MANAGER AND ENGINEER.
- WORK CANNOT COMMENCE IN EACH PHASE UNTIL
 - A NOTAM HAS BEEN ISSUED SPECIFIC TO THE PHASE OF CONSTRUCTION.
 - SUFFICIENT BARRICADES ARE IN PLACE TO CONFINE THE WORK AREA AND CREATE A BARRIER BETWEEN AIRCRAFT AND VEHICLE MOVEMENT AREAS AND THE CONSTRUCTION AREA.
 - ALL SAFETY EQUIPMENT FOR PERSONNEL AND CONSTRUCTION EQUIPMENT IS IN PLACE AND OPERATIONAL.
 - A NOTICE TO PROCEED HAS BEEN ISSUED TO THE CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE A MOTORIZED MECHANICAL SWEEPER ON SITE AT ALL TIMES DURING THIS PROJECT TO REMOVE "FOREIGN OBJECTS DEBRIS" (FOD) IN AIRCRAFT MOVEMENT AREAS. MECHANICAL SWEEPER WILL BE REQUIRED TO HAVE NYLON BRISTLES. METAL BRISTLES WILL NOT BE ALLOWED.
- THROUGHOUT THE PROJECT, THERE MAY BE BRIEF PERIODS IN WHICH THE CONTRACTOR WILL NOT BE ALLOWED TO WORK WITHIN THE RUNWAY SAFETY AREA (RSA) OR CERTAIN TAXIWAY SAFETY AREAS. THESE PERIODS WILL BE DURING THE CONSTRUCTION OF THE RUNWAY AND/OR TAXIWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARING OUT OF THE RSA OR TSA, OR ANY OBSTRUCTIONS, AND/OR PERFORM ANY NECESSARY WORK SO THAT THE RUNWAY OR TAXIWAY WILL BE FULLY OPERATIONAL DURING THESE PERIODS.

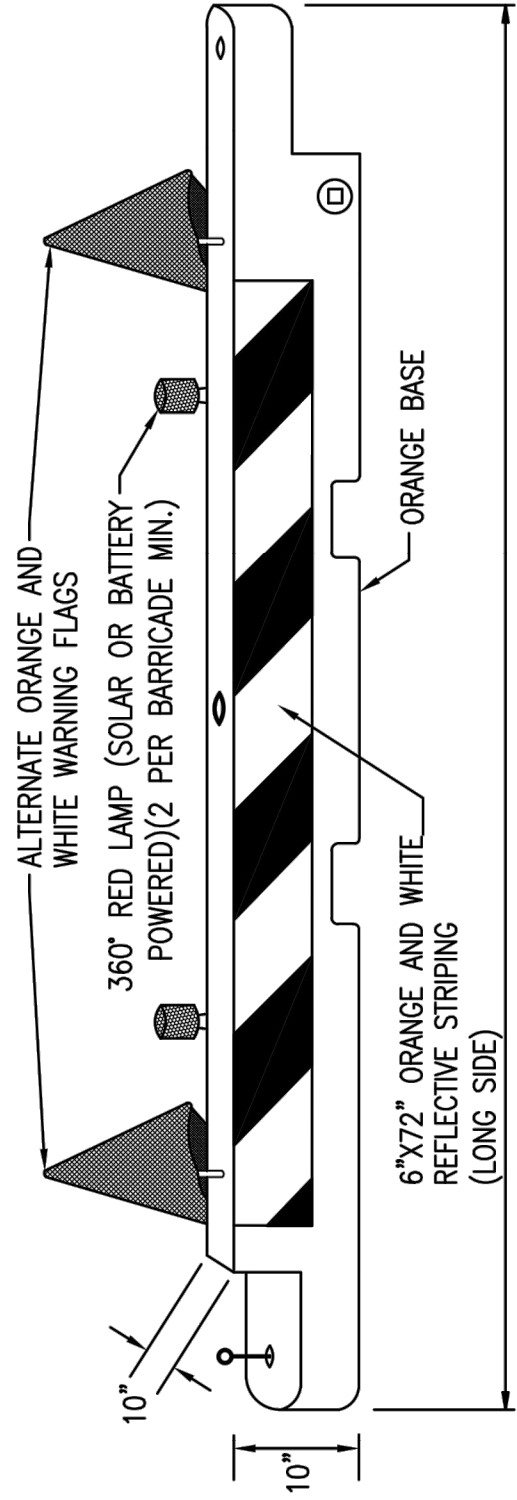


2 UNLIT RUNWAY CLOSURE MARKER

SCALE: N.T.S.

UNLIT RUNWAY CLOSURE MARKER NOTES:

- CONTRACTOR SHALL PROVIDE ONE UNLIT RUNWAY CLOSED MARKER FOR DAYTIME IDENTIFICATION AT EACH THRESHOLD. THE UNLIT MARKER SHALL BE PLACED OVER THE RUNWAY DESIGNATION MARKINGS.
- UNLIT RUNWAY CLOSURE MARKER SHALL BE YELLOW AND PROPERLY WEIGHTED TO THE PAVEMENT TO PREVENT DISLOCATION FROM WIND.
- UNLIT RUNWAY CLOSURE MARKER SHALL BE PLACED OVER RUNWAY DESIGNATION MARKING WHENEVER RUNWAY IS CLOSED FOR CONSTRUCTION.
- PAYMENT FOR UNLIT RUNWAY CLOSURE MARKER PLACEMENT SHALL BE INCLUSIVE OF THE P-10S-5.1 TEMPORARY CONSTRUCTION ITEMS PAY ITEM.

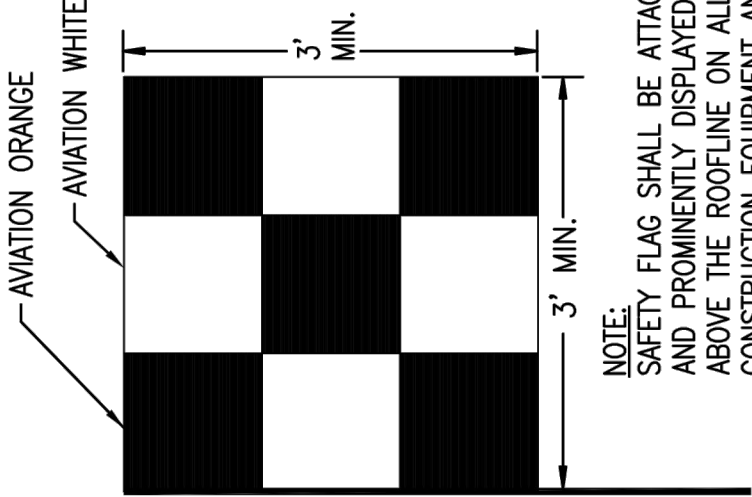


NOTES:

- BARRICADES WILL BE PROVIDED BY THE AIRPORT AND SHALL BE RETURNED BY THE CONTRACTOR IN SIMILAR CONDITION AS RECEIVED. AT THE END OF THE PROJECT, ANY DAMAGED BARRICADES SHALL BE IMMEDIATELY REPLACED AT THE CONTRACTOR'S EXPENSE.
- LOW LEVEL LIGHTED BARRICADES SHALL BE PLACED AROUND ALL OPEN EXCAVATIONS, HOLES, TRENCHES, PAVEMENT DROPOUTS, AND AREAS IDENTIFIED ON THE PHASING PLANS, OR AS DIRECTED BY THE ADR.
- INTERLOCK BARRICADES OR 13' O.C. ALONG RUNWAYS AND TAXIWAY EDGE DURING CLOSURE.
- BARRICADES SHALL BE FILLED WITH WATER AND WEIGHTED TO PREVENT MOVEMENT FROM JET OR PROP BLAST.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE BARRICADES THROUGHOUT THE PROJECT. THIS INCLUDES REPLACING BATTERIES, FLAGS, ETC. AS NEEDED.
- CONTRACTOR SHALL MAINTAIN AN INSPECTION LOG FOR BARRICADE CHECKS. BARRICADE CHECKS SHALL BE COMPLETED A MINIMUM OF ONCE PER CONSTRUCTION SHIFT AND AFTER ANY CHANGE TO THE BARRICADE POSITIONING. NON-CONFORMING BARRICADES SHALL BE IMMEDIATELY REPLACED.

1 LOW PROFILE SAFETY BARRICADE

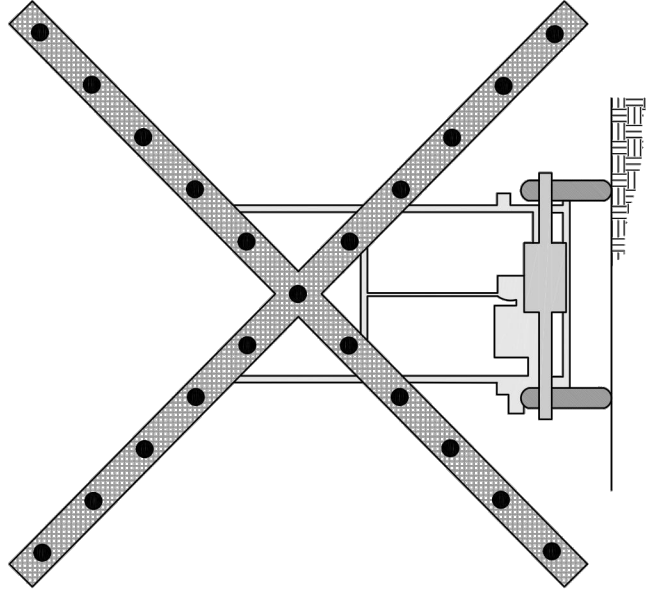
NTS



NOTE:
SAFETY FLAG SHALL BE ATTACHED AND PROMINENTLY DISPLAYED ABOVE THE FOOTLINE ON ALL CONSTRUCTION EQUIPMENT AND CONSTRUCTION VEHICLES.

2 CONSTRUCTION SAFETY FLAG

NTS



NTS

3 LIGHTED RUNWAY CLOSURE MARKER

NTS

NOTE:
THE AIRPORT HAS FOUR LIGHTED X'S. EACH SHALL BE RETURNED BY THE CONTRACTOR IN SIMILAR CONDITION AS RECEIVED AT THE END OF THE PROJECT. THE CONTRACTOR IS RESPONSIBLE TO SET UP LIGHTED X'S AT THE BEGINNING OF EACH SHIFT AND REMOVE THEM AT THE END OF EACH SHIFT.

CONTRACTOR TO PROVIDE:
- BACKUP GENERATORS
- MAINTENANCE
- FUEL

GENERAL NOTES & DETAILS

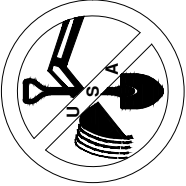


City of Merced
"Gateway to Yosemite"

DEVELOPMENT SERVICES
ENGINEERING PROJECTS AND STANDARDS
678 W. 18th Street
(209) 385-6846

NOTES:
ALL REFERENCES AND WRITTEN DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS AND SHALL BE DISCREPANCY SHALL BE BROUGHT TO NOTICE OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY WORK.

Underground Service Alert



CHL : TOLL FREE 1 (800) 642 - 2444

TWO DAYS BEFORE YOU DIG

NO.	DATE	BY	REVISION	MADE

MERCED REGIONAL AIRPORT (MCA)

DR. BY: SER
DATE: 4/13/16
CH. BY: ###
DATE: 4/13/16
SCALE: AS SHOWN

File No. ###

Sheet

3

of 3

15. STANDARD DOT TITLE VI ASSURANCES

STANDARD DOT TITLE VI ASSURANCES

City of Merced (hereinafter referred to as the Sponsor) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21, - Nondiscrimination in Federally Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, the sponsor agrees concerning this grant that:

1. Each "program" and "facility" (as defined in Sections 21.23(e) and 21.23 (b)) will be conducted or operated in compliance with all requirements of the Regulations.
2. It will insert the clauses of Attachment 1 of this assurance in every contract subject to the Act and 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.

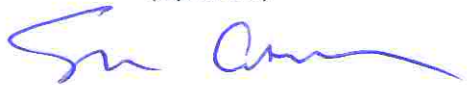
7. It will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other sponsors, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants or Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.

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 4/15/16

City of Merced
Merced Regional Airport
(Sponsor)

By 
(Signature of Authorized Official)

CONTRACTOR CONTRACTUAL REQUIREMENTS

ATTACHMENT 1

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations.** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. **Information and Reports.** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance.** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

a. Withholding of payments to the contractor under the contract until the contractor complies, and/or

b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. **Incorporation of Provisions.** The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued Pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

CLAUSES FOR DEEDS, LICENSES, LEASES, PERMITS OR SIMILAR INSTRUMENTS

ATTACHMENT 2

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the Sponsor pursuant to the provisions of Assurances 5(a) and 5(b).

1. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

2. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

16. CERTIFICATION REGARDING LOBBYING / DISCLOSURE OF LOBBYING ACTIVITIES

CERTIFICATION REGARDING LOBBYING

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

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

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

(3) The undersigned shall require that the language of this certification be included in the award documents of all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients 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, United States 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.

Organization: Merced Regional Airport / City of Merced

Street address: 678 West 18th Street

City, State, Zip: Merced, CA 95340

Steven S. Carrigan

CERTIFIED BY: (type or print)

City Manager


TITLE:


(signature)

4/29/16
(date)

Disclosure of Lobbying Activities

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure)

1. Type of Federal Action: a. contract <u>b</u> b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	2. Status of Federal Action: a. bid/offer/application <u>a</u> b. initial award c. post-award	3. Report Type: a. initial filing <u>a</u> b. material change For material change only: Year _____ quarter _____ Date of last report _____
4. Name and Address of Reporting Entity: <u>X</u> Prime _____ Subawardee Tier _____, if Known: City of Merced 678 West 18th Street Merced, CA 95340 Congressional District, if known: CA-016	5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime: Congressional District, if known:	
6. Federal Department/Agency: Federal Aviation Administration	7. Federal Program Name/Description: Airport Improvement Program CFDA Number, if applicable: 20.106	
8. Federal Action Number, if known: 3-06-0152-025-2016	9. Award Amount, if known: \$ 44,952	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i>	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i>	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature:  Print Name: Steve Carrigan Title: City Manager Telephone No.: (209) 385-6834 Date: 4/29/16	
Federal Use Only	Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)	

17. SYSTEM FOR AWARD MANAGEMENT

Printout of current SAM registration.

SAM Search Results List of records matching your search for : Functional Area: Entity Management Record Status: Active DUNS Number: 169211554		
ENTITY	MERCED, CITY OF	Status:Active
DUNS: 169211554	+4:	CAGE Code: 49P57 DoDAAC:
Expiration Date: Nov 11, 2016 Has Active Exclusion?: No Delinquent Federal Debt?: No		
Address: 678 W 18TH ST City: MERCED ZIP Code: 95340-4700		
State/Province: CALIFORNIA Country: UNITED STATES		

18. SPONSOR CERTIFICATIONS

Drug-Free Workplace

Construction Project Final Acceptance (NA at this time)

Equipment / Construction Contracts

Project Plan and Specifications

Real Property Acquisition (NA)

Selection of Consultants

The work to be completed for Grant 025 will be a force account and no consultants were therefore asked to provide qualifications, a scope of work, or detailed independent cost estimate.

Drug-Free Workplace Airport Improvement Program Sponsor Certification

Sponsor: City of Merced

Airport: Merced Regional Airport

Project Number: 3-06-0152-026-2016

Description of Work: Rehabilitate runway / taxiway pavement to meet marking standards per AC 150/5340-1, Standards for Airport Markings and as mandated by Part 139 inspection reports (see attached Letter of Correction and related correspondence). Effort includes remarking and correcting runway areas with missing beads, faded taxiway centerline markings, non-visible taxiway lead on/off lines, and pink appearance and missing beads for hold position markings. Effort also includes completing a Wildlife Hazard Management Plan.

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: Merced Regional Airport

Address: 20 Macready Drive, Merced, CA 95341

Location 2 (if applicable)

Name of Location:

Address:

Location 3 (if applicable)

Name of Location:

Address:

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 15th day of April, 2016.

Name of Sponsor: City of Merced

Name of Sponsor's Authorized Official: Steven S. Carrigan

Title of Sponsor's Authorized Official: City Manager

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.

Construction Project Final Acceptance Airport Improvement Program Sponsor Certification

Sponsor: City of Merced

Airport: Merced Regional Airport

Project Number: 3-06-0152-026-2016

Description of Work: Rehabilitate runway / taxiway pavement to meet marking standards per AC 150/5340-1, Standards for Airport Markings and as mandated by Part 139 inspection reports (see attached Letter of Correction and related correspondence). Effort includes remarking and correcting runway areas with missing beads, faded taxiway centerline markings, non-visible taxiway lead on/off lines, and pink appearance and missing beads for hold position markings. Effort also includes completing a Wildlife Hazard Management Plan.

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. 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 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 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 15th day of April, 2016.

Name of Sponsor: City of Merced

Name of Sponsor's Authorized Official: Steven S. Carrigan

Title of Sponsor's Authorized Official: City Manager

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.

Equipment and Construction Contracts

Airport Improvement Sponsor Certification

Sponsor: City of Merced

Airport: Merced Regional Airport

Project Number: 3-06-0152-026-2016

Description of Work: Rehabilitate runway / taxiway pavement to meet marking standards per AC 150/5340-1, Standards for Airport Markings and as mandated by Part 139 inspection reports (see attached Letter of Correction and related correspondence). Effort includes remarking and correcting runway areas with missing beads, faded taxiway centerline markings, non-visible taxiway lead on/off lines, and pink appearance and missing beads for hold position markings. Effort also includes completing a Wildlife Hazard Management Plan.

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 15th day of April, 2016.

Name of Sponsor: City of Merced

Name of Sponsor's Authorized Official: Steven S. Carrigan

Title of Sponsor's Authorized Official: City Manager

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.

Project Plans and Specifications

Airport Improvement Program Sponsor Certification

Sponsor: City of Merced

Airport: Merced Regional Airport

Project Number: 3-06-0152-026-2016

Description of Work: Rehabilitate runway / taxiway pavement to meet marking standards per AC 150/5340-1, Standards for Airport Markings and as mandated by Part 139 inspection reports (see attached Letter of Correction and related correspondence). Effort includes remarking and correcting runway areas with missing beads, faded taxiway centerline markings, non-visible taxiway lead on/off lines, and pink appearance and missing beads for hold position markings. Effort also includes completing a Wildlife Hazard Management Plan.

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 15th day of April, 2016.

Name of Sponsor: City of Merced

Name of Sponsor's Authorized Official: Steven S. Carrigan

Title of Sponsor's Authorized Official: City Manager

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.

Real Property Acquisition Airport Improvement Program Sponsor Certification

Sponsor: City of Merced

Airport: Merced Regional Airport

Project Number: 3-06-0152-026-2016

Description of Work: Rehabilitate runway / taxiway pavement to meet marking standards per AC 150/5340-1, Standards for Airport Markings and as mandated by Part 139 inspection reports (see attached Letter of Correction and related correspondence). Effort includes remarking and correcting runway areas with missing beads, faded taxiway centerline markings, non-visible taxiway lead on/off lines, and pink appearance and missing beads for hold position markings. Effort also includes completing a Wildlife Hazard Management Plan.

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 real property acquisition and relocation assistance are in 49 CFR part 24. The AIP project grant agreement contains specific requirements and assurances on the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended.

Certification Statements

Except for certification statements below marked not applicable (N/A), this list includes major requirements of the real property acquisition 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.

1. The sponsor's attorney or other official has or will have good and sufficient title as well as title evidence on property in the project.
☐ Yes ☐ No ☒ N/A
2. If defects and/or encumbrances exist in the title that adversely impact the sponsor's intended use of property in the project, they have been or will be extinguished, modified, or subordinated.
☐ Yes ☐ No ☒ N/A

3. If property for airport development is or will be leased, the following conditions have been met:
- a. The term is for 20 years or the useful life of the project;
 - b. The lessor is a public agency; and
 - c. The lease contains no provisions that prevent full compliance with the grant agreement.
- ☐ Yes ☐ No ☒ N/A
4. Property in the project is or will be in conformance with the current Exhibit A property map, which is based on deeds, title opinions, land surveys, the approved airport layout plan, and project documentation.
- ☐ Yes ☐ No ☒ N/A
5. For any acquisition of property interest in noise sensitive approach zones and related areas, property interest was or will be obtained to ensure land is used for purposes compatible with noise levels associated with operation of the airport.
- ☐ Yes ☐ No ☒ N/A
6. For any acquisition of property interest in runway protection zones and areas related to 14 CFR 77 surfaces or to clear other airport surfaces, property interest was or will be obtained for the following:
- a. The right of flight;
 - b. The right of ingress and egress to remove obstructions; and
 - c. The right to restrict the establishment of future obstructions.
- ☐ Yes ☐ No ☒ N/A
7. Appraisals prepared by qualified real estate appraisers hired by the sponsor include or will include the following:
- a. Valuation data to estimate the current market value for the property interest acquired on each parcel; and
 - b. Verification that an opportunity has been provided to the property owner or representative to accompany appraisers during inspections.
- ☐ Yes ☐ No ☒ N/A
8. Each appraisal has been or will be reviewed by a qualified review appraiser to recommend an amount for the offer of just compensation, and the written appraisals as well as review appraisal are available to Federal Aviation Administration (FAA) for review.
- ☐ Yes ☐ No ☒ N/A
9. A written offer to acquire each parcel was or will be presented to the property owner for not less than the approved amount of just compensation.
- ☐ Yes ☐ No ☒ N/A

10. Effort was or will be made to acquire each property through the following negotiation procedures:

- a. No coercive action to induce agreement; and
- b. Supporting documents for settlements included in the project files.

☐ Yes ☐ No ☒ N/A

11. If a negotiated settlement is not reached, the following procedures were or will be used:

- a. Condemnation initiated and a court deposit not less than the just compensation made prior to possession of the property; and
- b. Supporting documents for awards included in the project files.

☐ Yes ☐ No ☒ N/A

12. If displacement of persons, businesses, farm operations, or non-profit organizations is involved, a relocation assistance program was or will be established, with displaced parties receiving general information on the program in writing, including relocation eligibility, and a 90-day notice to vacate.

☐ Yes ☐ No ☒ N/A

13. Relocation assistance services, comparable replacement housing, and payment of necessary relocation expenses were or will be provided within a reasonable time period for each displaced occupant in accordance with the Uniform Act.

☐ 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 15th day of April, 2016.

Name of Sponsor: City of Merced

Name of Sponsor's Authorized Official: Steven S. Carrigan

Title of Sponsor's Authorized Official: City Manager

Signature of Sponsor's Designated Official Representative: 

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.

Selection of Consultants

Airport Improvement Program Sponsor Certification

Sponsor: City of Merced

Airport: Merced Regional Airport

Project Number: 3-06-0152-026-2016

Description of Work: Rehabilitate runway / taxiway pavement to meet marking standards per AC 150/5340-1, Standards for Airport Markings and as mandated by Part 139 inspection reports (see attached Letter of Correction and related correspondence). Effort includes remarking and correcting runway areas with missing beads, faded taxiway centerline markings, non-visible taxiway lead on/off lines, and pink appearance and missing beads for hold position markings. Effort also includes completing a Wildlife Hazard Management Plan.

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 15th day of April, 2016.

Name of Sponsor: City of Merced

Name of Sponsor's Authorized Official: Steven S. Carrigan

Title of Sponsor's Authorized Official: City Manager

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.

19. RESOLUTION

Governing Body – City of Merced

20. AIP ELIGIBILITY DOCUMENTATION

AIP Eligibility Notes for Runway / Taxiway Rehabilitation (Pavement Maintenance) (Force Account)

Per Table 3-2 of the AIP Handbook, pavement maintenance of runways, taxiways, and aprons for nonhub primary airports and nonprimary airports is eligible under 49 USC § 47102(3)(H).

See also Table G-3 and Appendix J of the AIP Handbook. Excerpts provided below.

3-7. Eligibility of Maintenance, Rehabilitation, Reconstruction, and Replacement Projects.

These concepts cause much confusion. The goal for all of the actions above is to obtain a functioning unit as the final outcome. What differentiates these concepts is the level of effort and the resulting change in useful life. As the work effort for a category increases, the question of whether the work belongs in the category surfaces (for example, determining when timely maintenance is actually rehabilitation.) As a result, the conclusion of which category the project

3-2

9/30/2014

Order 5100.38D

falls into rests with the specific circumstances. Table 3-2 explains the differences between these concepts and Table 3-3 provides eligibility examples.

Table 3-2 Differences between Maintenance, Rehabilitation, Reconstruction, and Replacement Projects

Item	Explanation	Eligibility
a. Maintenance (including minor repair)	<p>Maintenance includes any regular or recurring work necessary to preserve existing airport facilities in good condition, any work involved in the care or cleaning of existing airport facilities, and any incidental or minor repair work on existing airport facilities.</p> <p>Minor repair is a stop gap measure taken by a sponsor to keep a facility operational until the sponsor can complete a rehabilitation, reconstruction, or replacement project. Replacing individual parts and mending portions of a facility are considered minor repair.</p>	<p>Maintenance work is not airport development as defined in the Act. Therefore, it is not eligible for AIP funding except for one specific situation.</p> <p>49 USC § 47102(3)(H) provides the exception for routine runway, taxiway, or apron pavement maintenance at nonhub primary airports and nonprimary airports. For these airports, this work is eligible.</p> <p>The eligibility of maintenance under 49 USC § 47102(3)(H) is limited to pavement maintenance of runways, taxiways and aprons for nonhub primary airports and nonprimary airports.</p> <p>Typical pavement maintenance includes routine cleaning, filling, and or sealing of longitudinal and transverse cracks; grading pavement edges; maintaining pavement drainage systems; patching pavement; and remarking pavement areas.</p>

Table G-3 Runway Project Requirements

What Can Be Done If Justified	Factors to Consider For Justification and Eligibility	Required Usable Unit of Work and Required Outcome	Work Code*
<p>b. Apply Friction Course or Groove Runway</p>	<p>(1) Surface treatment for primary and secondary runways at commercial service airports is high priority, and documentation for the project files must include an explanation when it is not accomplished.</p> <p>(2) Surface treatment is eligible as a stand-alone project at a commercial service airport.</p> <p>(3) Surface treatment may include treatments such as grooving.</p> <p>(4) Surface treatment for a non-commercial service airport is justified if the runway serves turbojet aircraft and the runway length is 5,000 feet or more.</p>	<p>An operational runway with surface treatment.</p>	<p>SP RW FR (for commercial service airports)</p> <p>Contact APP-520 for the code for non-commercial service airports.</p>
<p>c. Rehabilitate Runway</p> <p><i>(Pavement Maintenance)</i></p>	<p>(1) Maintenance is generally ineligible. However, per 49 USC § 47102(3)(H), the exception is routine runway, taxiway, or apron pavement maintenance at nonhub primary airports and nonprimary airports. Maintenance of a turf or aggregate runway is ineligible at any size airport. Paragraph 3-6 contains additional guidance and examples.</p> <p>(2) It is FAA policy that the sponsor must be unable to fund maintenance with its own resources.</p>	<p>An operational runway.</p>	<p>RE RW IM</p>

Appendix J. Airfield Marking, Signage, and Lighting Projects

J-1. How to Use This Appendix.

This appendix is not a valid stand-alone document for making eligibility and justification determinations. The information in this appendix must be used in conjunction with the Handbook, especially the project cost requirements in Chapter 3.

J-2. New and Faded Marking as a Stand-Alone Project.

New marking that is necessary for a runway, taxiway, or apron pavement project is not considered a stand-alone project, but an allowable cost under the associated pavement project.

New marking that is necessary due to a change in magnetic variation is not considered a stand-alone project and is only eligible if it meets the requirements in Paragraph 3-6, and if eligible, must be coded as runway rehabilitation (pavement maintenance).

Remarking faded airfield pavement marking is only eligible if it meets the requirements in Paragraph 3-6, and if eligible, must be coded as runway, taxiway, or apron rehabilitation (pavement maintenance).

The replacement of faded markings is not eligible except as pavement maintenance because 14 CFR part 139.311 includes replacing faded or inaccurate markings as a maintenance activity at an airport.

J-3. Replacement of Sign Panels as a Stand-Alone Project.

Replacement of sign panels is not considered a stand-alone project, but an allowable cost under the associated pavement project.

Replacement of sign panels that is necessary due to a change in magnetic variation or because the panels have faded is not considered a stand-alone project and is only eligible if it meets the requirements in Paragraph 3-6, and if eligible, must be coded as runway, taxiway, or apron rehabilitation (pavement maintenance).

The replacement of faded panels is not eligible except as pavement maintenance because 14 CFR part 139.311 includes replacing faded or inaccurate signs as a maintenance activity at an airport.

21. PAVEMENT MARKING PLAN

**See most recent conditionally approved ALP on file at SF ADO
(2013)**

