

GRAND JUNCTION REGIONAL AIRPORT AUTHORITY

Date:

DECEMBER 13, 2016



Location:

GRAND JUNCTION REGIONAL AIRPORT

AIRPORT TERMINAL BUILDING - 2ND FLOOR

2828 WALKER FIELD DRIVE, GRAND JUNCTION, CO

Time:

5:15PM

REGULAR BOARD MEETING AGENDA

- I. Call to Order and Pledge of Allegiance
- II. Approval of Agenda
- III. Conflict Disclosures
- IV. Commissioner Comments
- V. Citizens Comments

The Grand Junction Regional Airport Authority welcomes public comments at its meetings. The Citizens Comment period is open to all individuals that would like to comment. If you wish to speak under the Citizens Comment portion of the agenda, please fill out a comment card prior to the meeting. If you have a written statement for the Board, please have 10 copies available and give them to the Clerk for distribution to the Board. The Board Chairman will indicate when you may come forward and comment. Please state your name for the record.

VI. Consent Agenda

The Consent Agenda is intended to allow the Board to spend its time on the more complex items on the agenda. These items are perceived as non-controversial and can be approved by a single motion. The public or Board Members may ask that an item be removed from the Consent Agenda and be considered individually.

- A. November 15, 2016 Regular Meeting Minutes 1
 B. Code of Professional Conduct Revisions 2
 C. Pay Request: G4S 3
 D. Pay Request: Mead & Hunt 4
 E. Pay Request: CED 5
- VII. Staff Reports
 - A. Financial/Activity Update (Presented by: Ty Minnick) 6
 - B. Communications/Events Update (Jodi Doney)

VIII. Action Items

A. Grand Junction Regional Air Service Alliance Request (GJRASA) 7

B. Ground Transportation Permit (Kip Turner) 8

C. Tailwind lease addendum (Ty Minnick) 9

D. FY17 Federal AIP Grant Application (Eric Trinklein) 10

XI.	Adjournment	
X.	Any other business which may come before the Board	
IX.	Discussion/Informational Items A. AIP 52 Update (Kip Turner) B. Snow & Ice Control Plan (Ben Johnson)	14
	F. 2017 Budget Resolution 2016-008 (Ty Minnick) G. 2017 Board Meeting Dates (Kip Turner)	12
	E. Jet Bridge Modification RFP (Eric Trinklein)	11

DIRECTIONS TO MEETING LOCATION:

GRAND JUNCTION REGIONAL AIRPORT - TERMINAL 2828 WALKER FIELD DRIVE, SECOND FLOOR GRAND JUNCTION, CO 81506

Grand Junction Regional Airport is located at the end of Horizon Drive, north of Interstate 70. Parking is available in the Airport's main parking lot. Please bring your parking ticket into the meeting, and we will validate the parking ticket. Map of the Airport Campus



Grand Junction Regional Airport Authority Board Board Meeting

Meeting Minutes November 15, 2016

REGULAR BOARD MEETING

Time: 5:15PM

I. Call to Order & Pledge of Allegiance

Mr. Steve Wood, Board Chairman, called the Meeting of the Grand Junction Regional Airport Authority Board to order at 5:19PM on November 15, 2016 in Grand Junction, Colorado and in the County of Mesa.

Commissioners Present:	Other:
Steve Wood, Chairman	Shannon Kinslow, TOIL
Dave Murray	Drew Armstrong, Citizen
Rick Langley	Wayne Clark, GJAUTA
Troy Ball	Brad Barker, CAP
Paul Nelson	
Airport Staff:	
Kip Turner	
Victoria Hightower, Clerk	
Ty Minnick	
Ben Johnson	
Ben Peck	
Jodi Doney	
Eric Trinklein	
Chance Ballegeer	

II. Approval of Agenda

Chairman Wood stated that there are some changes to the agenda. Action item B. Minimum Standards will be moved under Discussion Items as item C. Also, The Board received a handout that concerns AIP 52 pay request. Chairman Wood stated that they are going to put it as Action Item B - since this is the first time the Board is seeing it.

Commissioner Langley added an item to the agenda regarding the Airport's annual audit with EKS&H. The Finance and Audit committee are recommending to the Board to engage EKS&H to do their 2016 financial audit. The audit engagement of EKS&H will be added to the agenda under Action Items as item C.

The agenda was approved by major motion with the changes.

III. Conflict Disclosures

Commissioner Murray – Showed up later in the meeting

Commissioner Langley - None

Commissioner Nelson – None

Chairman Wood – Hangar Owner

Commissioner Ball - Commissioner Ball stated that he has a conflict on the agenda as he is an Uber driver.

Commissioner Taggart - None

IV. Commissioner Comments

None.

V. Citizen Comments

A. David Shepard/Bill Marvel, GJUATA

Minimum Standards

Comments attached.

B. Scott Seibold, Twin Otter

Minimum Standards

Mr. Seibold commented and said: "Long ago when we first came here and we bought the building we are at, that was the second FBO. At that time it was a deal between us and West Star. We signed a non-compete for three or four years and we have the fuel farm still there. One day I had one of those conversations with our old airport manager, he came up one day and said "This will never be an FBO again", this goes through exactly what Dave was saying. We all want a level playing field and the minimum standards be minimum for people to do business here."

VI. Consent Agenda

- A. September 20, 2016 Regular Meeting Minutes
- B. Pay Request: G4S July Invoice
- C. Pay Request: Adcock Concrete
- D. Pay Request: Mead & Hunt

Consent Agenda approved by major motion.

VII. Executive Directors Update

Mr. Turner asked Ms. Victoria Hightower, the Airport's HR & Admin Specialist, to talk about a recent new hire.

Ms. Hightower stated that they recently hired Cristina Longhurst as a new custodian. Ms. Hightower said that Ms. Longhurst started a week ago, is do doing really well.

Mr. Turner commented on the new LA flight that staff is excited about. Mr. Turner said that American Airlines announced that they will initiate a new direct flight once a week Saturday seasonal flight starting June 2nd or 3rd and concludes towards the end of August.

VIII. Discussion Items

A. Financial Update

Mr. Minnick briefed the Board on the airport's current financial status. (Financial Results report created by Mr. Ty Minnick)

Financial Results

Assets – The increase in cash is consistent with the year to date revenue. The revenue bond sinking fund increases each month to pay the semi-annual interest and annual principal due in December.

Liabilities – Accounts payable is lower than prior year with the payoff of a capital account carried over from 2015

Aeronautical Revenue - Aeronautical revenue is consistent with budget and prior year.

Non-Aeronautical Revenue – Non-aeronautical revenue is consistent with the increase in enplanements. Reflected in the rental car and parking revenue.

Operating Expense – Personnel expense is lower than budget and actual as all employment positions have not been filled. Contact services is higher that budget and prior year as a result of legal fees in the first 6months of the year. Repairs and maintenance is lower than budget due to less than expected fleet repairs and pavement repairs that were capitalized versus expensed as budgeted.

Non-operating Revenue/Expense – Non-operating revenue/expense is consistent with budget and prior year for the month. PFC & CFC year to date are higher with the increase in enplanements.

Enplanements

2016 vs 2015

		Year to
_	Month	Date
2015	19,825	183,685
2016	22,119	189,177
Difference	2,294	5,492

Historical Average

		Year to
	Month	Date
5 Year	-	
Average	19,425	184,533
2016	22,046	189,104
Difference	2,621	4,571

B. CIP Update

Mr. Turner briefed the Board. Mr. Turner stated that one of the first things he did when he got here four months ago, is started working with the airport's consulting team and they talked with staff about what their projects were, what the CIP looked like and where they were going in the next ten years. Mr. Turner said that each year they meet with the FAA at the Airport District Office (ADO) in Denver and they go over with the FAA what their ten year CIP is. Mr. Turner said that GJRA's CIP needed some help. The positives is that they have a very impressive project on the books, with the replacement of the primary runway. Mr. Turner said that the magnitude of that project is so expensive and so time consuming that the FAA and all of the parties involved, put that on a 10 to 12 year span to get that project done. Mr. Turner said that his other question was what about their other infrastructure, are they able to maintain all of their other infrastructure in a way that they aren't concerned with anything to get them through the duration of that project. Mr. Turner said that when they took another look they found that there were other things that were going to have to be addressed in that ten year period. That has altered their CIP to some extent. The FAA has given the airport final direction for at least the next five years.

Dennis Corsi with Armstrong Consultants and Ryan Hays from Mead & Hunt gave a presentation and talked about the different areas they work with the airport on the projects that they now see as the next ten years' worth of projects and how they have prioritized those in level of importance.

Mr. Hays stated that they Mead & Hunt understands that it was discussed for the airport to save the foundation or the initial floor of the building at 800 Eagle Dr. for the potential use as a storage building, so they had their buildings group to assess that idea and given the information that they have, it doesn't make a lot of sense. The contractor would have to be very careful not to damage the initial floor and then spend money to build a roof. Mr. Hays said that just a rough order of magnitude (ROM) square footage stand point, they think it would add at least \$200,000.00 to the project to put a rough on it and to carefully do the demolition and then you end up with a building that doesn't serve the purposes of storage very well. Mr. Hays said that they think that the airport could build a building somewhere else on the airport as a storage building, a pre-engineered building, for somewhere in the neighborhood of \$800,000.00 and that makes more sense from a financial standpoint.

C. Minimum Standards

Commissioner Ball briefed the Board and stated that his intention for putting this item on an action item list for this meeting originally was to move that the Board adopt the minimum standards as he had purposed fully understanding that there would be considerable discussion. Commissioner Ball said that minimum standards are by the very term *minimum*, and what he sees in the upcoming discussion on the Ground Transportation Permit gives him great concern about what may happen to minimum standards. Commissioner Ball said that there are things in the ground transportation permit that he is not happy with at all and he certainly wouldn't be happy with these kinds of things being included in minimum standards for operations at the airport. Commissioner Ball said that when they discuss this particular item, consider what minimum standards really mean. Commissioner Ball said that they don't want to restrict entrepreneurial activity.

Chairman Wood said that minimum standards has been a topic gone around the Board for many years and is something that they are committed to looking at and taking action on. Chairman Wood said that he know just how busy Mr. Turner has been in just the four months he has been here, and he is sympathetic with why he and the whole Board needs a little time to get it back in front of them and give it the study and the careful consideration that its due.

The Board agreed that a separate workshop specifically for this topic early in the year and then plan on having a final document to take action on in April.

IX. Action Items

A. Ground Transportation Permit

Mr. Minnick briefed the Board. Mr. Minnick said that currently the airports ground transportation is governed by the rates and charges that are adopted each year by resolution. Mr. Minnick said that the reason he started reworking and having different ideas on the ground transportation was mainly because of T&Cs and their lack of collecting from the T&Cs. Mr. Minnick said that he was finally able to contact them, Uber specifically, sometime in August and they don't have the ability to pay a percentage of airport generated revenue, which is how the airport collects from the taxi cabs and airport shuttles. Mr. Minnick said because of that he wanted to make them a concession and change the way they collect from cabs and shuttles to a flat rate for all ground transportation providers. Mr. Minnick said that the "trip fee" would be \$2.50 for up to 8 passenger vehicles, \$3.75 for 9-15 and over 16 is \$8 per trip. Mr. Minnick said that this permit will also require all of the insurance certificates be turned into the airport, it will establish a pick up and drop off zone in front of the airport on the east and west side of the terminal.

Mr. Langley asked how this proposed fee structure impact or different from the current fee structure.

Mr. Minnick said that they do about \$2000.00 a month so it will have very minimal impact on the budget but it will make it a level playing field for all of the providers.

Chairman Wood asked if this is worth doing.

Mr. Turner said yes, mostly for grant assurance purposes. Mr. Turner said that if they charge one entity they are supposed to do that for all, even if it's a minimal fee.

Commissioner Ball said that as an Uber driver himself he picks up about one person per week and probably one person per month from the airport, his total income before taxes for anywhere in Grand Junction \$7.50. If he pays \$2.50 of that to the airport he is down to \$5 for anywhere in Grand Junction and he doesn't call that equitable. Commissioner Ball said that he just sees this as another way of putting minimum standards on an individual operator that really has no way to comply. Commissioner Ball stated that this permit goes on and on, and just dictates how other people should run their business. Commissioner Ball said that he can see this kind of attitude going directly towards minimum standards.

Commissioner Langley said that it seems to him that this is immaterial money and they are just creating a bunch of regulation and they have a lot bigger issues to focus their energy on.

Mr. Turner said that they are charged by the FAA to run an airport as a business to be in the black, and while this does not pay the bills it is a small portion that goes to that. They are charged by the FAA under grant assurances to run a fair and equitable operation, they can't tell one tenant that's running any kind of business to do something that they don't require the other people that are doing business on the airport to do. Mr. Turner said that they can make it as light or a little as the Board wants but they need to treat every entity on the airport the same.

Mr. Minnick stated that this was simply just to get everyone on the same playing field.

Mr. Wegener said that it would be nice to have something from the ground transportation companies that the airport be able to maintain to make sure that they have insurance and the proper amounts, and that they agree that if anything were to happen they are going to indemnify the airport. Mr. Wegener said that right now the airport is collecting from a group of people but not another group of people that are providing transportation so the airport is treating people unfairly.

Mr. Wayne Clark commented that he agrees with the insurance issue but he doesn't agree with, and it goes back to the minimum standards, in the document it says they will have to keep it maintained, keep it clean etc. and that's the airport telling operators how to run their business. Mr. Clark said that if the Board passes this with all of the extras in it on telling people how to run their business, what's going to stop the Board from telling people who want to come and open businesses here from doing the same thing.

Mr. Seibold said that on the insurance issue he looks at it as there is always risk, is their risk with individuals dropping off their parents? At what point do you draw the line? Mr. Seibold said just more the Board goes down that road it's just regulation nation.

Commissioner Murray stated that he is not sure that this is a policy the airport can administer and enforce so he thinks maybe it should be cut down a bit to meet the requirements of what the FAA's intent is without creating an overly burdensome responsibility for staff to monitor.

Commissioner Nelson suggested to direct staff to slim this down as much as they can and bring it back next month.

B. EKS&H

Commissioner Langley stated that the audit committee is recommending to accept the proposal and to engage EKS&H to perform the annual audit for 2016.

Commissioner Taggart made a motion to accept the proposal and to engage EKS&H to perform the annual audit for 2016. Commissioner Nelson seconded. Voice Vote. All Ayes.

C. AIP 52 Pay Request

Mr. Trinklein briefed the Board600 and stated that AIP 52 included the seal coat of the runway, the relocation of the wind cone which are complete and this is the first pay application from the contractor Elam in regards to the mill and overlay of the connector taxiways. Mr. Trinklein said that a part of the pay application is for Armstrong's acceptance testing.

Commissioner Langley made a motion to accept staff's recommendation to approve the following payments: Armstrong Consultants invoice for \$27,000 and Elam Construction for \$894,984.29. Commissioner Nelson seconded. Voice Vote. All Ayes.

X. Any other business which may came before the Board

Mr. Turner introduced Eric Trinklein the Airport's new Project Manager as well as Jodi Doney, the airport's new Business Relations Specialist.

Mr. Minnick commented that he has an employee who is retiring, Kathie Pottorff, at the end of the month after 37 years. Her replacement will be starting on Monday.

XI. Adjourn

Commissioner Murray moved to adjourn. Commissioner Ball seconded. Voice Vote. All Ayes.

The meeting adjourned at 7:54PM.

ATTEST:

Victoria Hightower, Clerk to the Board

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Code of Professional Conduct Review and Revision							
PURPOSE:	Inform	ation 🗵	Guidance □	Decision ⊠				
RECOMMENDATION:	Staff re Conduc		Board adopt the revision	ons to the Code of Professional				
LAST ACTION:		The Code of Professional Conduct was adopted by the Board on November 18, 2014 and revised December 15, 2015.						
DISCUSSION:	Director must si read, us The Co propos	ors, Officers and gn the Code of nderstand and wo ode of Professio	Employees. Each Dire Professional Conduct A vill abide by the Code. nal Conduct was review ection 6.1-6.3 to better	t is required annually by all ector, Officer and Employee Agreement stating they have wed by staff and staff is align the language with the				
FISCAL IMPACT:	None							
COMMUNICATION STRATEGY:	1. 2.	acknowledgen Employee's w	ent form. ill review (either indepo	and sign an agreement and endently or with the ement and acknowledgement				
ATTACHMENTS:	1.	Draft Code of 12/13/2016)	Professional Conduct –	Version 1.2 (Revised				
STAFF CONTACT:	Ben Jo	hnson						



CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

1 Introduction

- 1.1 The Grand Junction Regional Airport Authority ("Authority") will adopt a Corporate Compliance Program to ensure that the Authority operates in full compliance with applicable laws. An important component of the program is a Code of Professional Conduct (referred to as the "Code"), which sets out basic principles which the Authority's directors, officers, and employees (referred to as "personnel") must follow. The Code applies to all business operations and personnel. Non-personnel representatives of the Authority, such as sales agents or external advisors and consultants, should also be directed to conduct themselves in a manner consistent with this Code when they are acting on behalf of the Authority. If you have any questions about the Code or its applicability to a particular situation, please contact your supervisor, the Compliance Consultant or Compliance Officer.
- 1.2 The Corporate Compliance Program and this Code are not intended to and shall not be deemed or construed to provide any rights, contractual or otherwise, to any personnel or to any third parties.

2 Policy Statement

2.1 It is the policy of the Authority that it will comply with all applicable regulations and law, conduct business in an ethical manner, protect the public trust, and set the standard for professional conduct for its Directors, Officers and Employees. Directors, Officers and Employees shall be given a copy of this Code and review and attest to commitment to following this document on initial hire/affiliation and annually thereafter. Employment or affiliation is contingent on attesting to this commitment.

3 Standards of Conduct

3.1 Directors, Officers and Employees shall at all times observe and comply with ethical and professional standards and other obligations imposed by constitution, statute and other provision of law. The Authority will not condone behavior or activities of its Directors or employees that violate the law or participate in unethical business practices.



CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

- 3.2 Directors, Officers and Employees shall perform their duties conscientiously, honestly and in accordance with the best interests of the Airport.
- 3.3 All business conduct shall meet or exceed the minimum standards required by law. Directors, Officers and Employees must ensure that their actions cannot be interpreted as being unethical or in contravention to laws and regulations governing the Airport. All personnel shall act in compliance with the requirements of applicable law and this Code and in a sound ethical manner when conducting business and operations. Achieving business results by illegal acts or unethical conduct is not acceptable.
- 3.4 At no time shall personnel or any directors have any discussion with any prospective vendor, supplier, or contractor prior to or during a competitive research or bidding process other than in an open meeting and in accordance with government purchasing processes, where information is available to all prospective vendors et al.
- 3.5 Uncertainty about the application or interpretation of any legal requirements should be referred to the employee's manager or the Authority's legal counsel or compliance officer as may be appropriate.
- 3.6 All personnel are responsible for compliance. Each supervisor and manager is responsible for ensuring that the personnel within their supervision are acting ethically and in compliance with applicable law and the Code. All personnel are responsible for acquiring sufficient knowledge to recognize potential compliance issues applicable to their duties and for appropriately seeking advice regarding such issues.

4 Transparency

- 4.1 Directors, Officers and Employees shall conduct Airport business in an open and transparent manner.
- 4.2 The Authority shall make available for public review, as requested or required, all information to the maximum extent allowable by regulation or law.
- 4.3 Personnel shall be completely honest in all dealings with government agencies and representatives. No misrepresentations shall be made, and no false bills or requests for payment or other documents shall be submitted to government agencies or representatives. Personnel certifying the correctness of records submitted to



CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

government agencies, including bills or requests for payment, shall have knowledge that the information is accurate and complete before giving such certification.

- 4.4 All of the Authority's business transactions shall be carried out in accordance with management's general or specific directives. All of the books and records shall be kept in accordance with generally accepted accounting standards or other applicable standards. All transactions, payments, receipts, accounts, and assets shall be completely and accurately recorded on the GJRA's books and records on a consistent basis. No payment shall be approved or made with the intention or understanding that it will be used for any purpose other than that described in the supporting documentation for the payment. All information recorded and submitted to other persons must not be used to mislead those who receive the information or to conceal anything that is improper.
- 4.5 Books and records shall be created, maintained, retained, or destroyed only in accordance with applicable statutes, law, and the Authority's records management policy.
- 4.6 The Authority shall make no payment to any vendor, contractor, et al, without certifying that the scope of work/services/supplies etc., have been received and is satisfactory, in accordance with the applicable agreement.

5 Conflicts of Interest

- 5.1 All Directors, Officers and Employees shall at all times conduct their affairs in such a manner as to avoid a conflict of interest. No Directors, Officers or Employees shall use their positions or confidential information gained in such work for personal gain or advantage.
- 5.2 Each calendar year during his/her term, each Director shall make a disclosure in writing to the Secretary of State, listing the amount of his/her financial interest, if any, the purpose and duration of his/her services rendered, if any, and the compensation received for the services or such other information as is necessary to describe his/her interest.
- 5.3 Each calendar year the Authority Board shall direct Compliance Management to survey personnel for conflicts and relationships. The Authority shall also conduct a survey of



CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

its members for conflicts and relationships. These reports shall be reviewed by the Authority for appropriateness and management thereof.

- 5.4 Any Director, who has a financial interest or property interest in any matter proposed or pending before the Authority Board shall disclose such interest to the Board at the meeting at which such proposed or pending matter is to be considered. Any such disclosure shall be reflected in the minutes of the meeting.
- 5.5 Any Director who has a personal or private interest in any matter proposed or pending before the Authority Board shall not vote on the matter and shall refrain from attempting to influence the decision of the other Directors,
- 5.6 Notwithstanding paragraph 5.4 above, a Director may vote if his participation is necessary to obtain a quorum or otherwise enable the Authority Board to act, and if disclosure has been made to the Board Secretary and the Colorado Secretary of State, by giving the information required in Section 3.2 above, and the Director makes a public disclosure on the record at the time of voting, as set forth in Section 5.3 above.
- 5.7 In the event it is not clear whether a conflict of interest exists, the Director or employee with the potential conflict shall disclose the circumstances to the Airport's designated Compliance Officer, of the Board Compliance Committee, who shall determine whether there exists a conflict of interest that is subject to this policy. The Authority Board may consult with the Authority's legal counsel if any question continues to exist regarding the potential conflict of interest.
- 5.8 Other than compensation from the Authority, personnel shall not have a financial or other personal interest in a transaction between the GJRA or any of its business units and a vendor, supplier, provider, or customer.
- 5.9 Directors and personnel shall not engage in any financial, business, or other activity which competes with the GJRA's business which may interfere or appear to interfere with the performance of their duties or that involve the use of GJRA property, facilities, or resources, except to the extent consistent with conflict of interest as described herein.

GRAND JUNCTION REGIONAL AIRPORT

CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

6 Gifts, Entertainment and Favors

- 6.1 Directors, Officers and Employees shall not accept a gift of substantial value or a substantial economic benefit tantamount to a gift of substantial value:
 - 6.1.1 Which would tend improperly to influence a reasonable person in his position to depart from the faithful and impartial discharge of his public duties; or
 - 6.1.2 Which he knows or which a reasonable person in his position should know under the circumstances is primarily for the purpose of rewarding him for official action he has taken.
- 6.2 No Directors, Officers and/or Employees shall accept or receive any money, forbearance, or forgiveness of indebtedness from any person, without such person receiving lawful consideration of equal or greater value in return from the Director, Officer or Employee who accepted or received the money, forbearance or forgiveness of indebtedness (see C.R.S §24-18-104).
- 6.3 No Director, Officer and/or Employee, either directly or indirectly as the beneficiary of a gift or thing of value given to such person's spouse or dependent child, shall solicit, accept or receive any gift or other thing of value having either a fair market value or aggregate actual cost greater than fifty dollars (\$50) in any calendar year, including, but not limited to, gifts, loans, rewards, promises or negotiation of future employment, favors or services, honoraria, travel, entertainment, or special discounts, from a person, without the person receiving lawful consideration of equal or greater value in return from the Director, Officer or Employee who solicited, accepted or received the gift or other thing of value (see C.R.S §24-18-104).
- 6.4 **Gifts between Employees.** Directors, Officers and Employees may contribute to, or give a gift to another employee as long as a personal friendship justifies the gift and the employee receiving the gift is not a direct supervisor of the employee(s) giving the gift.
 - 6.4.1 The following exceptions apply to paragraph 6.3
 - Food and refreshments intended to be shared with a group(s)
 - Airport sanctioned events where gift exchanges are customary (i.e. holiday parties)



CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

- Special occasions such as weddings, child birth/adoption, illness, retirement or resignation.
- 6.5 Awards and Honors. Directors, Officers and Employees are permitted to accept an award, or other mark of recognition because of their official position within the following guidelines:
 - Items of little intrinsic value, such as plaques, certificates and trophies which are intended solely for presentation.
 - Non-Cash (or cash equivalent) Awards for public service or achievement of less than \$250 in value, provided the award or honor does not conflict with paragraph 6.1.
 - Service awards and recognition through the Authority's Employee Recognition Program.
 - Scholarships for the purposes of education and training.
 - Honorary Degrees from an institution of higher education.
- 6.6 All gifts, entertainment and favors must be reported to the Authority's Compliance Officer for documentation and review as to compliance with this policy.
- 6.7 Directors, Officers and Employees shall not directly or indirectly authorize, pay, promise, deliver, or solicit any payment, gratuity, or favor for the purpose of influencing any political official or government employee in the discharge of that person's responsibilities. Personnel shall not entertain government personnel in connection with Authority business.

7 Kickbacks, Incentives and Bribes

7.1 Acceptance of kickbacks, incentives, bribes and other secret commissions from any vendor, or solicitation thereof, is strictly prohibited. Any breach of this rule may result in immediate termination and prosecution to the fullest extent of the law.

8 Use of Airport Assets and Funds

8.1 Directors, Officers and Employees who have access to Authority funds in any form shall follow prescribed procedures for the disposition of those funds as outlined by regulation, law and the Authority's Procurement Policy.



CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

8.2 Airport assets and funds are purposed for the use of the Airport and not for personal benefit.

9 Privacy and Confidentiality

- 9.1 Directors, Officers and Employees that have access to personal information or other information that is protected by regulation, law or attorney client privilege shall protect the privacy and confidentiality of that information.
- 9.2 Personnel shall maintain the confidentiality of the GJRA's business information and of information relating to the Authority's vendors, suppliers, providers, and customers. Personnel shall not use any such confidential or proprietary information except as is appropriate for business.

10 Sanctions

- 10.1 Employees alleged to have violated the terms of this Policy may be suspended without pay during the course of any investigation.
- 10.2 Employees found to have violated the terms of this Policy may be subject to disciplinary action, in accordance with the Employee Handbook, up to and including termination from employment.
- 10.3 Employees found to have knowledge of violations of this Policy and who knowingly fail to report the violation may be subject to disciplinary action up to and including termination from employment.
- 10.4 If a Director is found to have violated this Policy, the remaining Directors may request the removal of such Board member by the City of Grand Junction or County of Mesa, whichever was the appointing entity.

11 Reporting of Violations

11.1 Illegal acts or improper conduct may subject the Authority to severe civil and criminal penalties, including large fines and being barred from certain types of business. It is, therefore, very important that any illegal activity or violations of the Code be promptly brought to the Authority's attention. In many cases, if the Authority discovers and



CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

reports illegal acts to the appropriate governmental authorities, the Authority may be subject to lesser penalties.

- 11.2 Any director, officer, or employee who believes or becomes aware of any violation of this Code or any illegal activity by a director, officer, or employee or another person acting on the Authority's behalf shall promptly report the violation or illegal activity in person, by phone, or in writing, to one of the following persons:
 - a. Compliance Officer/Compliance Contractor
 - b. Airport Director
 - c. Confidential Compliance Hotline
 - d. Any member of the Authority Board
 - e. Directly to the applicable government authority
- 11.3 It is a violation of this Code for personnel not to report a violation of the Code or any illegal activity. If you have a question about whether particular acts or conduct may be illegal or violate the Code, you should contact one of the persons listed above. It is a violation of this Code for personnel to whom a potential illegal act or violation of the Code is reported to not ensure that the illegal act or violation of the Code comes to the attention of those responsible for investigating such reports. If the illegal acts or conduct in violation of the Code involve a person whom such illegal acts or violations might otherwise be reported, the illegal acts or violation should be reported to another person to whom reporting is appropriate.
- 11.4 It is the Authority's policy to promptly investigate reports of illegal activity or violations of this Code. Personnel must cooperate with these investigations. You must not take any actions to prevent, hinder, or delay discovery and full investigation of illegal acts or violations of this Code. It is a violation of this Code for personnel to prevent, hinder, or delay discovery and full investigation of illegal acts or violations of this Code.
- 11.5 Personnel may report illegal acts or a violation of this Code anonymously. To the extent permitted by law, the Authority will take reasonable precautions to maintain the confidentiality of those individuals who report illegal activity or violations of this Code and of those individuals involved in the alleged improper activity, whether or not it turns out that the improper acts occurred. Failure to abide by this confidentiality obligation is a violation of this code.



CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

- 11.6 All personnel shall follow safe work practices and comply with all applicable safety standards and health regulations.
- 11.7 All personnel are responsible for ensuring that the work environment is free of discrimination or harassment due to age, race, gender, color, religion, national origin, disability, sexual orientation, gender identification, or covered veteran status. Any form of sexual harassment, including the creation of a hostile working environment, is completely prohibited.

12 Non Retaliation

- 12.1 No reprisals or disciplinary action will be taken or permitted against personnel for good faith reporting of, or cooperating in the investigation of, illegal acts or violations of this Code. It is a violation of this Code for personnel to punish or conduct reprisals in regard to personnel who have made a good faith report of, or cooperated in the investigation of, illegal acts or violations of this Code.
- 12.2 Personnel who violate the Code or commit illegal acts or improper conduct, however, are subject to discipline up to and including dismissal. Personnel who report their own illegal acts or improper conduct, however, will have such self-reporting taken into account in determine the appropriate disciplinary action.

13 Government Interview or Investigations

- 13.1 The Authority and its personnel shall cooperate fully and promptly with appropriate government investigations into possible civil and criminal violations of the law. It is important, however, that in this process the Authority is able to protect the legal rights of the Authority and its personnel. To accomplish these objectives, any governmental inquiries or requests for information, documents or interviews should be promptly referred to the General Counsel's office.
- 13.2 The Authority and its personnel shall cooperate fully and promptly with appropriate government investigations into possible civil and criminal violations of the law. It is important, however, that in this process the Authority is able to protect the legal rights of the Authority and its personnel. To accomplish these objectives, any governmental inquiries or requests for information, documents or interviews should be promptly referred to the General Counsel's office.



CODE OF PROFESSIONAL CONDUCT Grand Junction Regional Airport Authority

13.3 Personnel who participate in government interviews shall give answers that are truthful, complete, and unambiguous.

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	G4S Invoice	· · · · · · · · · · · · · · · · · · ·	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -							
PURPOSE:	Information	Guidance □	Decision ⊠							
RECOMMENDATION:		Staff recommends the Board authorize the payment of G4S Invoice 7992253 for the amount of \$12,486.06								
LAST ACTION:	Approved October I	Approved October Invoice.								
DISCUSSION:	This invoice is the monthly billing for November 2016 for the ongoing monthly costs for security guard services in the Terminal. This cost is recovered from signatory air-carriers. The invoice exceeds \$10,000, therefore requiring Board approval. Staff has verified the amount and the scope of work has been completed.									
FISCAL IMPACT:	\$12,486.06									
COMMUNICATION STRATEGY:	N/A									
ATTACHMENTS:	G4S Invoice 799225	3	00 M 00 PM P 450 A 45-00 AA-4-00 AA-4-0							
STAFF CONTACT:	Chance Ballegeer Email: cballegeer@g Office: 970-248-858									

INVOICE

G4S Secure Solutions (USA) Inc. 1395 University Blvd | Jupiter FL 33458

Website:

www.g4s.com/us

Contact Us: Federal ID:

(303) 341-4433 590857245

Bill To:

Chance Ballegeer

Grand Junction Regional Airport Authorit Securing Your World

2828 Walker Field Dr Ste 301 Grand Junction CO 81506-8667

Service Location: 2828 Walker Field Dr Ste 301

Grand Junction CO 81506-8667

Invoice No:

7992253

Amount Due:

\$12,486.06

Invoice Date:

11/30/2016 Payment Due 30 Days

Due Date:

12/30/2016

Customer No:

134423

PO Number:

Please include the invoice number with your payment and remit to:

PO Box 277469

Atlanta GA 30384-7469

Have billing questions? Email us:

Purchase orders: poinfo@usa.g4s.com
Other inquiries: billinghelp@usa.g4s.com

Services Rendered for: 11/01/2016 through 11/30/2016

Invoice Description:

CUSTOM PROTECTION SERVICES Grand Junction

ional Airport

Week Begin	Week End	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total Hours	Other	Amount (\$)	
Adams, Bryndan	Adams, Bryndan C											
11/21/2016	11/27/2016	0.00	0.00	0.00	3.00	0.00	0.00	0.00	3.00	0.00		
Falk,Darin H												
11/21/2016	11/27/2016	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	0.00		
Armed CPO-HO	DLIDAY			8.00 Reg	gular Hours	at		28.55			228.40	
Adams, Bryndan	С											
10/31/2016	11/06/2016	0.00	0.00	0.00	0.00	0.00	11.00	0.00	11.00	0.00		
11/07/2016	11/13/2016	0.00	0.00	0.00	7.00	0.00	14.00	8.00	29.00	0.00		
11/14/2016	11/20/2016	0.00	0.00	0.00	0.00	7.00	14.00	10.50	31.50	0.00		
11/21/2016	11/27/2016	0.00	7.00	0.00	0.00	7.00	15.50	9.67	39.17	0.00		
Armbruster, Sc	ott E											
10/31/2016	11/06/2016	0.00	7.75	9.75	8.50	8.50	0.00	0.00	34.50	0.00		
11/07/2016	11/13/2016	7.00	7.00	7.00	0.00	7.00	0.00	7.50	35.50	0.00		
11/14/2016	11/20/2016	7.25	6.00	6.00	9.50	0.00	0.00	6.00	34.75	0.00		
11/21/2016	11/27/2016	6.00	7.00	7.00	0.00	0.00	0.00	6.92	26.92	0.00		
11/28/2016	12/04/2016	6.50	6.00	7.00	0.00	0.00	0.00	0.00	19-50	0.00		
Baughman, John	В											
10/31/2016	11/06/2016	0.00	0.00	0.00	0.00	7.00	0.00	0.00	7.00	0.00		
Falk,Darin H												
10/31/2016	11/06/2016	0.00	7.25	6.75	7.75	0,00	0.00	8.50	30.25	0.00		
11/07/2016	11/13/2016	7.00	7.00	7.25	9,50	7.00	0.00	0.00	37.75	0.00		
11/14/2016	11/20/2016	7.00	8.00	8.00	7.00	7.00	0.00	0.00	37.00	0.00		
11/21/2016	11/27/2016	8.00	0.00	7.00	0.00	7.00	0.00	0.00	22.00	0.00		
11/28/2016	12/04/2016	8.00	8.00	7.00	0.00	0.00	0.00	0.00	23.00	0.00		
Troncoso,Dani	el L											
10/31/2016	11/06/2016	0.00	0.00	0.00	0.00	0.00	3.50	7.00	10.50	0.00		
Armed CPO-RE	GULAR			429,34 Rec	Jular Hours	at		28.55		1	2,257.66	

INVOICE

G4S Secure Solutions (USA) Inc. 1395 University Blvd | Jupiter FL 33458

www.g4s.com/us

Contact Us:

(303) 341-4433

Federal ID: Bill To:

590857245 Chance Ballegeer

Grand Junction Regional Airport Authorit Securing Your World

2828 Walker Field Dr Ste 301 Grand Junction CO 81506-8667

Service Location: 2828 Walker Field Dr Ste 301

Grand Junction CO 81506-8667

Invoice No:

7992253

Amount Due:

\$12,486.06 11/30/2016

Invoice Date:

Payment Due 30 Days

Due Date:

12/30/2016

Customer No: PO Number:

134423

Please include the invoice number with your payment and remit to:

PO Box 277469

Atlanta GA 30384-7469

Have billing questions? Email us:

Purchase orders: poinfo@usa.g4s.com
Other inquiries: billinghelp@usa.g4s.com

Services Rendered for: 11/01/2016 through 11/30/2016

Total Hours Other Qty Amount (\$) Week Begin Week End Monday Tuesday Wednesday Thursday Friday Saturday Sunday Subtotal 437.34 12,486.06 Invoice Total 12,486,06

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Mead & Hunt Pay	Request for Terminal A	rea Plan Update					
PURPOSE:	Information 🗵	Guidance	Decision ⊠					
RECOMMENDATION:		hat the Board approve 65392, in the amount o	the payment of Mead & f \$10,891.40.					
LAST ACTION:								
DISCUSSION: This invoice is the progress billing for work completed on the Terminal Area Plan Update.								
		the invoice and concurs ommends paying the in	with the stated level of voice.					
FISCAL IMPACT:	This Invoice - \$10, Project Total - \$169							
COMMUNICATION STRATEGY:	None.							
ATTACHMENTS:	Mead & Hunt Invo	ice No. 265392						
STAFFCONTACT:	Ty Minnick tminnick@gjairport 970-248-8593	:.com						



November 11, 2016

Project No:

R2331300-156788.01

Invoice

Invoice No:

265392

Grand Junction Regional Airport Authority 2828 Walker Field Drive Grand Junction, Colorado 81506

Project

R2331300-

156788.01

GJT Terminal Area Plan Amendment

12/15/15 Contract

Professional Services from October 1, 2016 to October 31, 2016

Fee

Phase	Fee	Percent Complete	Earned	Current
Study Design	3,408.00	100.00	3,408.00	0.00
Project Mgmt, Coord, Communication	8,144.00	85.00	6,922.40	1,221.60
Inventory, Forecasts, Facility Req	3,800.00	100.00	3,800.00	0.00
Initial Terminal Bldg Alts	29,360.00	100.00	29,360,00	0.00
Refined Terminal Bidg Concept Recom	29,750.00	100.00	29,750.00	2,975.00
Finiancial Analysis & Implementation Pro	9,564.00	70.00	6,694.80	6,694.80
Documentation	3,640.00	0.00	0.00	0.00
BCER Subconsultant	24,639.00	100.00	24,639.00	
Liebowitz & Horton Subconsultant	57,630.00	8.00	4,610.40	0.00
Total Fee	169,935.00	0.00	109,184.60	0.00 10,891,40
		revious Fee Illing	98,293.20	, =

Total

10,891.40

Total this invoice

\$10,891.40

Outstanding Invoices

Number Date Balance 264744 10/14/2016 14,875.00 Total 14,875.00

1-50-240

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Pay Request – Consol	idated Electrical Dist	ributors (CED)				
PURPOSE:	Information	Guidance	Decision 🛚				
RECOMMENDATION:	Staff recommends that amount of \$14,900.84		he payment to CED for the				
LAST ACTION:	N/A						
DISCUSSION:	at the west apron, or F state of the art LED fix maintenance and energe \$3700.00 rebate from	Staff has completed the project of changing out the old ramp lighting at the west apron, or FedEx ramp. The lights were replaced with new state of the art LED fixtures. They will improve light quality, reduce maintenance and energy usage costs. This project qualified for a \$3700.00 rebate from Xcel Energy. This project was approved in the 2016 budget.					
FISCAL IMPACT:	\$14,900.84						
COMMUNICATION STRATEGY:	None.						
ATTACHMENTS:	 Invoice Price Comparis 	son					
STAFFCONTACT:	Ben Johnson Office: 970.248.8596 Email: bjohnson@gjai						

CONSOLIDATED ELECTRICAL DISTRIBUTORS, INC.

310 S 12TH STREET GRAND JUNCTION, CO 81501

T: 9702431430

F: 9702412547

Invoice

INVOICE NO.	INVOICE DATE							
2691-739921	11/16/2016							
PLEASE SHOW INVOICE NO. AND REMIT TO:								
B O BOY 0500								

P.O. BOX 9599 DENVER, CO 80209

SOLD TO:

SHIP TO:

GJ REGIONAL AIRPORT AUTH 800 EAGLE DRIVE GRAND JUNCTION, CO 81506

GJ REGIONAL AIRPORT AUTH 310 S 12TH STREET GRAND JUNCTION, CO 81501

		ACCOUNT #/NAME	JOB NAME			CUSTOMER ORDER NO.						
	H3-2985	GJ REGIONAL AIRPORT AL	JTH FEDEX RAMP			_						
		SALESPERSON			SHIPPING INFORMATION	T	SI	IIP VIA			SHIP DATE	
		0021 BM			PREPAID	Т	WI	LL CALL			11/02/2016	
	QTY ORDERED	PRODUCT CODE			DESCRIPTION	CODE	QTY SHIPPED	PRICE	PER	DISC.	EXTENSION	C / D
T	9 3 12 12	RAB FXLED300TB33/480 RAB FXLED300TB55/480 CALL BRIAN WHEN COMPLETE 986-7001 TB 2522 TB 2524			500 CORD CONN 525 CORD CONN 12/3SO		12	1230,00	EE CC		11070.00 3690.00 66.59 74.25	1.0 1.0
Name: Brian Harrison Signature: Mark Rus Approved By/Date: 12 5 14 Department: 625 Description: FED EX RAMP GL Acct: 1-60-445 Amount: 14,900.89						7	U PGPL	DE				
-	TILE TO MERCHAND	ISE PASSES AT POINT OF SHIPMENT. CLAIMS FOR SHORT OR C	DAMAGED		CODE. TO ADVISE YOU PROMPTLY CONCERNING YOUR O	ROER						_
ľ	AERCHANDISE SHOU AERCHANDISE RFTU	LO BE MADE TO CARRIER. RNED WITHOUT OUR CONSENT WILL MOT RE ACCEPTED. A RE-	STOCKING		L .			ERCHANDISE			14900.	84
١٩	HARGE WILL BE MA	DE ON RETURNED GOODS UNLESS. DEFECTIVE OR THRU ERRO	IR ON OUR PA		B - BACK ORDERED WILL SHIP AS SOON AS RECEIVED UT TO CANCEL.		3.	SALES TAX 0.0000			0.	00
		OF 1.5% PER MONTH, BUT NOT TO EXCEED THE HIGHEST AMOU ACT IN THIS STATE, WILL BE MADE ON ALL PAST DUE ACCOUNT		LY	C - CANCELLED NOT IN STOCK. UNABLE TO PURCHASE I	LDCAL	LY: S	HIPPING CHAR	GE		0.	00
3	HIS SALE IS SUBJECT HANGE FROM TIME	IT TO OUR TERMS LOCATED AT SALES OUR-TERMS COM, WHICH TO TIME WITHOUT PRIOR NOTICE.	HWE MAY			ICLUI IONTI	CLUDING TOTAL		OTAL DUE		14,900.8	84

Price Comparison for Purchases of Goods, Materials, Supplies & General Services \$500 to \$10,000

EVERY PURCHASE OVER \$10,000 MUST BE APPROVED BY BOARD OF COMMISSIONERS

General

To comply with the requirements of our Purchasing and Procurement Policy, you must document a basis for vendor selection and proof of reasonable price by performing a price comparison. If there is justification for not performing a price comparison, document the justification!

Instructions

- 1. This document is required to be complete and retained for all purchases of goods, services, supplies, and general services between \$500 and \$10,000.
- 2. This form should not be used to document a Request for Proposal process.
- 3. Please submit this completed form, and any other documentation to the appropriate Department Manager, prior to purchase, for pre-approval.

PRICE COMPARISON DOCUMENTATION

			COMPLETI	ING FOR	м: [ELAN	HA	2215	52	
DATE:	10	24	16							_
	rice quo		three or mon							
Items/Ser	vices to	be pu	irchased:	. /						
Items 1:	300	WAT	LED	RAB	LIGH	TING	co.	QUAN	JT,	12
Items 2:	80'	B001	SO VOLT, LED	RENT	AL (FOR L	16HT	N6 11	NSTA	<u>u</u>)
Items 3:						· 				_

PRICE COMPARISON TABLE

	Vendor Name	Vendor Name	Vendor Name	Vendor Name	Vendor Name
Vendor Contact Name, Phone, and Email	CED GRAND JOT	60	SUNSTATE EQUIP. PENTAL GJ	UN MED RENTAL GJ	
Item 1 – Price Quotation	1,230 EA. 14,760.00	1,47595 EA 317,711 40			
Item 2 – Price Quotation			110 PEKUP	\$2025-/WK \$100-PICK UP \$100-DE0PORT	:
Item 3 – Price Quotation					

PURCHASE AWARDED TO (VENDOR NAME): CEO GRAND UNITED PENTA	JCT) - IT	E
If lowest priced vendor DID NOT receive award, please explain:		
DEPARTMENT MANAGER APPROVAL: AIRPORT MANAGER APPROVAL (IF REQUIRED):		
If a price comparison WAS NOT performed, please complete the following: Check the appropriate box, or fill out the "other section.		
Purchase requires brand compatibility with existing equipment and is available only from the manufacturer or sole authorized distributor.		
Purchase requires a match of currently owned product (e.g., furniture).		
Product is under warranty and therefore, purchase was made through the manufacturing company, so that the warranty is not jeopardized.		
Emergency Purchase (Must comply with the emergency purchase section of the purchasing and procurement policy).		

FXLED300TB55/480





Ultra high output, high efficiency LED floodlight with NEMA Types $\,$ 7H x 6V, 6H x 4V, 4H x 6V, 5H x 5V and 3H x 3V. Patent Pending airflow technology ensures long LED and driver lifespan. Use for general and security lighting for large areas, building facades, signs and landscapes.

Color: Bronze

Weight: 66.1 lbs

Project:	Туре:	
Prepared By:	Date:	

Driver Info		LED Info	
Type:	Constant Current	Watts:	300W
120V	N/A	Color Temp:	5000K
208V:	N/A	Color Accuracy:	72 CRI
240V:	N/A	L70 Lifespan:	100000
277V:	N/A	Lumens:	34,862
Input Watts:	316W	Efficacy:	110 LPW
Efficiency:	95%		

Technical Specifications

Listings

UL Listing:

Suitable for wel locations. Suitable for ground mounting

IESNA LM-79 & LM-80 Testing:

RAB LED luminaries have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80, and have been received the Department of Energy "Lighting Facts" label.

DLC Listed:

This product is on the Design Lights Consortium (DLC) Qualified Products List and is eligible for rebates from DLC Member Utilities.

DLC Product Code. PEUSK3Z2

Electrical

Drivers:

Constant Current, 1050mA, 50/60 Hz. 347-480V, 4 kV surge protection, 480V: 0.70A, THD <20%, Power Factor: 99%

Ballast Volts:

480V

Optical

NEMA Type:

NEMA Beam Spread of 5H x 5V

LED Characteristics

Lifespan:

100 000-hour LED lifespan based on IES LM-80 results and TM-21 calculations.

LEDs:

Multip-chip, high-output, long-life LEDs

Color Consistency:

7-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color

Color Stability:

LED color temperature is warrantied to shift no more than 200K in CCT over a 5 year period.

Color Uniformity:

RAB's range of CCT (Correlated Color Temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2011.

Construction

IP Rating:

Ingress Protection rating of IP66 for dust and water

Ambient Temperature:

Suitable for use in 40°C (104°F) ambient temperatures

Effective Projected Area:

EPA = 4

Cold Weather Starting:

The minimum starting temperature is -40°C/-40°F

Thermal Management:

Superior thermal management with external Air-Flow fins.

Housing:

Die-cast aluminum housing and door frame

Mounting

Heavy-duty Trunnion mount with stainless steel hardware

Reflector:

Specular and semi-specular vacuum metalized polycarbonate

Gaskets:

High-temperature silicone gaskets

Finish

Our environmentally friendly polyester powder coatings are formulated for high-durability and long-lasting color, and contains no VOC or toxic heavy metals

Green Technology:

Mercury and UV free, and RoHS compliant. Polyester powder coal finish formulated without the use of VOC or toxic heavy metals.

Other

Replacement:

The FXLED300 replaces 1000W Metal Halide Floodlights.

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user including coverage of light output, color stability, driver performance and fixture finish.

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.



Technical Specifications (continued)

Other

Recovery Act (ARRA) Compliant:

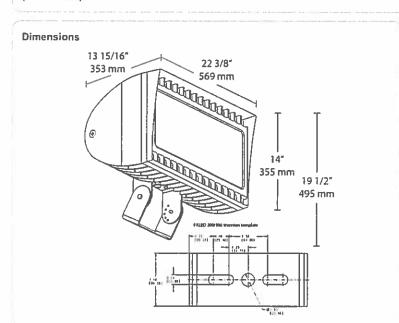
This product complies with the 52 225-21 "Required Use of American Iron, Steel, and Manufactured Goods—Buy American Act—Construction Materials (October 2010).

Trade Agreements Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Trade Agreements Act.

GSA Schedule:

Suitable in accordance with FAR Subpart 25.4.



Features

300W replaces 1000 MH floodlights

100,000-hour LED lifespan

5-year No Compromise Warranty

Ordering Matrix

Family	Watts	Mount	Calor Temp	Beam Spread	Finish	Dimming	Voltage	Photocell	Bi-Level
FXLED									
	300 = 300W	SF = Stipfitter T = Trunnion	Blank = 5000K (Cool) Y = 3000K (Warm) N = 4000K (Neutral)	Blank = 7H x 6V B64 = 6H x 4V B55 = 5H x 5V B46 = 4H x 6V	Blank = Bronze W = White	Blank = No Dimming /D10 = Dimmable	Blank = 120- 277V /480 = 480V	Blank = No Photocell /PCS = 120V Swivel /PCS2 = 277V Swivel /PCS4 = 480V Swivel /PCT = 120-277V	Blank = No Bi- Level /BL = Bi-Level
				B44 = 4H x 4V B33 = 3H x 3V				Twistlock /PCT4 = 480V Twistlock	

FXLED300TB33/480



Technical Specifications (continued)

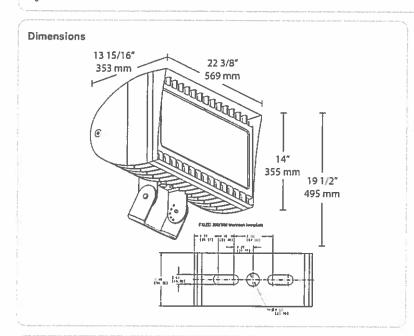
Other

Trade Agreements Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Trade Agreements Act.

GSA Schedule:

Suitable in accordance with FAR Subpart 25.4.



Features

300W replaces 1000 MH floodlights

100,000-hour LED lifespan

5-year No Compromise Warranty

Ordering Matrix									
Family	Watts	Mount	Color Temp	Beam Spread	Finish	Dimming	Voltage	Photocell	Bi-Level
FXLED									
	300 = 300W	SF = Slipfitter T = Trunnion	Blank = 5000K (Cool) Y = 3000K (Warm) N = 4000K (Neutral)	Blank = 7H x 6V B64 = 6H x 4V B55 = 5H x 5V B46 = 4H x 6V B44 = 4H x 4V B33 = 3H x 3V	Blank = Bronze W = White	Blank = No Dimming ID10 = Dimmable	Blank = 120- 277V /480 = 480V	Blank = No Photocell /PCS = 120V Swivel /PCS2 = 277V Swivel /PCS4 = 480V Swivel /PCT = 120-277V Twistlock /PCT4 = 480V Twistlock	Blank = No Bi- Level /BL = Bi-Level

FXLED300TB33/480





Ultra high output, high efficiency LED floodlight with NEMA Types $\,^7H \times 6V$, $\,6H \times 4V$, $\,4H \times 6V$, $\,5H \times 5V$ and $\,3H \times 3V$. Patent Pending airflow technology ensures long LED and driver lifespan. Use for general and security lighting for large areas, building facades, signs and landscapes.

Color: Bronze

Weight, 66 1 lbs

Project:	Туре:	
Prepared By:	Date:	

Driver Info		LED Info	
Туре:	Constant Current	Watts:	300W
120V:	N/A	Color Temp:	5000K
208V.	N/A	Color Accuracy:	72 CRI
240V:	N/A	L70 Lifespan:	100000
277V:	N/A	Lumens:	34,936
Input Watts:	318W	Efficacy:	110 LPW
Efficiency:	94%		

Technical Specifications

Listings

UL Listing:

Suitable for wet locations. Suitable for ground mounting.

IESNA LM-79 & LM-80 Testing:

RAB LED luminaries have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80, and have been received the Department of Energy "Lighting Facts" label.

Electrical

Drivers:

Constant Current, 1050mA, 50/60 Hz, 347-480V, 4 kV surge protection, 480V, 0,70A, THD <20%, Power Factor: 99%

Ballast Volts:

480V

Optical

NEMA Type:

NEMA Beam Spread of 3H x 3V

LED Characteristics

Lifespan:

100,000-hour LED lifespan based on IES LM-80 results and TM-21 calculations

LEDs

Multip-chip, high-output, long-life LEDs

Color Consistency:

7-step MacAdam Ellipse binning to achieve consistent fixture-to-fixture color.

Color Stability:

LED color temperature is warrantied to shift no more than 200K in CCT over a 5 year period.

Color Uniformity:

RAB's range of CCT (Correlated Color Temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2011

Construction

IP Rating:

Ingress Protection rating of IP66 for dust and water

Ambient Temperature:

Suitable for use in 40°C (104°F) ambient temperatures

Effective Projected Area:

EPA = 4

Cold Weather Starting:

The minimum starting temperature is -40°C/-40°F

Thermal Management:

Superior thermal management with external Air-Flow fine

Housing:

Die cast aluminum housing and door frame

Mounting:

Heavy-duty Trunn on mount with stainless steel hardware

Reflector:

Specular and semi-specular vacuum metal zed polycarbonate

Gaskets:

High-temperature silicone gaskets

Finish:

Our environmentally friendly polyester powder coatings are formulated for high-durability and long-lasting color and contains no VOC or toxic heavy metals

Green Technology:

Mercury and UV free, and RoHS compliant. Polyester powder coat finish formulated without the use of VOC or toxic heavy metals...

Other

Replacement:

The FXLED300 replaces 1000W Metal Ha de Floodlights

Warranty:

RAB warrants that our LED products will be free from defects in materials and workmanship for a period of five (5) years from the date of delivery to the end user, including coverage of light output, color stability, driver performance and fixture finish.

Country of Origin:

Designed by RAB in New Jersey and assembled in the USA by RAB's IBEW Local 3 workers.

Buy American Act Compliant:

This product is a COTS item manufactured in the United States, and is compliant with the Buy American Act.

Recovery Act (ARRA) Compliant:

This product complies with the 52.225-21 "Required Use of American Iron, Steel, and Manufactured Goods—Buy American Act— Construction Materials (October 2010).

CONSOLIDATED ELECTRICAL DISTRIBUTORS

310 S 12TH STREET

GRAND JUNCTION CO 81501 TEL: 970 243-1430 FAX: 970 241-2547

CONTACT: RYAN MERCER

QUOTE FOR: GJ REGIONAL AIRPORT AUTH

ACCT #: II3-29857 GJ REGIONAL AIRPORT AUTH

800 EAGLE DRIVE

GRAND JUNCTION, CO 81506

TEL: (970) 248-8580

QUOTA	ATION		Page 001 OF 001		
QUOTE#	Date	Rev#	Rev Date		
5000128	09/29/16	001	09/29/16		
QUOTE EXPI	RES	PREPARED BY			
10/29/201	6	RM			
SLS		INSLS			
		000	19		
FOB		FREIGHT			
SHIPPING	POINT	PREPA	ID		

CUS PO#:	
JOB NAME:	
FEDEX RAMP LAYOUT A	

LN	TYPE/DESIG	QTY MFR CATALOG# DESCRIPTION	PRICE	UOM	EXT AMT
01	LAYOUT A	9 RAB FXLED300TB33/480	1.230.00	E	11.070.00
02	*	FLEXFLOOD 300W COOL LED 3HX3V TRUNNION 480V BZ			
03	LAYOUT A	3 RAB FXLED300TB55/480	1.230.00	E	3,690,00
04	*	FLEXFLOOD 300W COOL LED 5HX5V TRUNNION 480V BZ			W 160

TOTAL: 14,760.00

PLEASE NOTE: THIS IS NOT AN OFFER TO CONTRACT, BUT MERELY A QUOTATION OF CURRENT PRICES FOR YOUR CONVENIENCE AND INFORMATION. ORDERS BASED ON THIS QUOTATION ARE SUBJECT TO YOUR ACCEPTANCE OF THE TERMS AND CONDITIONS LOCATED AT SALES.OUR-TERMS.COM, WHICH WE MAY CHANGE FROM TIME TO TIME WITHOUT PRIOR NOTICE. WE MAKE NO REPRESENTATION WITH RESPECT TO COMPLIANCE WITH JOB SPECIFICATIONS.

Email Us



Menu

Call Us

Manufacturer Authorized Distributor »

Request a Quote

12

Your Cart

DLC Listed, Bronze Finish CRI, 480V, 5H x 5V Beam Distribution, Standard Operation, Floodlight, 4000K (Neutral), No Photocell, 30250 Lumens, 82 RAB FXLED300TNB55/480 300W Trunnion Mount LED ITEM DESCRIPTION \$1,475.95 EACH QTY 12 \$17,711.40 TOTAL

8

Click to remove an item from your cart Empty My Entire Cart

Update Qty

https://www.electricbargainstores.com/ShoppingCart.asp

CALCULATE SHIPPING (optional)

Country:

United State

4

State:

Zip / Postal Code:

Then, Select

Type Of Address*:

Residential

Business

Get Shipping Options

Tax:

\$0.00

Total:

\$17,711.40

Proceed To Secure Checkout

Contact Information

Hours: Mon-Fri, 9am-5pm PST

Email: info@electricbargainstores.com

Phone: 310-822-6500

Live Chat

Company Information

About Us

Customers Love Us

Privacy & Security

Customer Service

Request a Quote

Order Status

Return Policy

Shipping Policy

RGA Request

FAQ

Made-to-Order Items

International Orders

How to Order

Order Status

Secure Shopping

Shopping on electricbargainstores.com is safe and secure, and your sensitive info is fully encrypted.



NOVEMBER 2016 PERFORMANCE

FINANCIAL RESULTS

Assets -

- The increase in cash is a result of reimbursement for AIP 52 for \$830,000, the related invoice is under final review as per on-going negotiations with the contractor concerning the level of completion on the project and will be paid accordingly. Therefore the cash reimbursement and related invoice remain in the accounts as of 11/30.
- The bond project fund and bond escrow fund were established as a result of the 2016 bonds that were funded in November. The bond reserve fund and bond sinking fund were no longer required for the 2016 bonds.

Liabilities -

- Capital accounts payable are higher with the amount owed for the construction work related to AIP
 52, as discussed above in assets.
- The increase in the bonds payable is for the 2016 bonds issued. The 2007 bonds will remain until final payoff in 2017, the bond escrow fund for \$14,627,438 will be used for 2007 bond debt service.

Aeronautical Revenue – Aviation fuel tax remains to be lower than budget and prior year as the 2016 cost of fuel remains below 2015, disbursements are based on 65% of sales taxes collected on jet fuel and \$0.04 per gallon of jet fuel and avgas.

Non-Aeronautical Revenue – the increase associated with non-aeronautical revenue is consistent with the increase in enplanements. Reflected in the parking revenue.

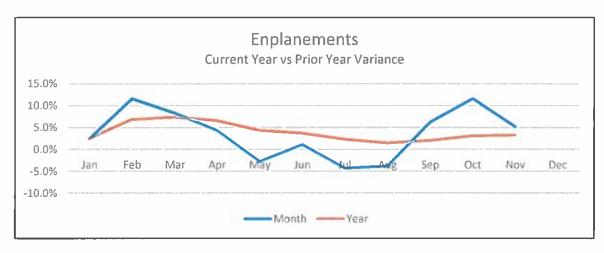
Operating Expense – personnel expense is lower than budget and actual as all employment positions have not been filled. Contract services is higher than budget and prior year as a result of legal fees in the first 6 months of the year. Repairs and maintenance is lower than budget due to less than expected fleet repairs and pavement repairs that were capitalized versus expensed as budgeted.

Non-operating Revenue/Expense – non-operating revenue/expense has the debt issuance costs related to the 2016 bonds for \$569,000.

ENPLANEMENTS

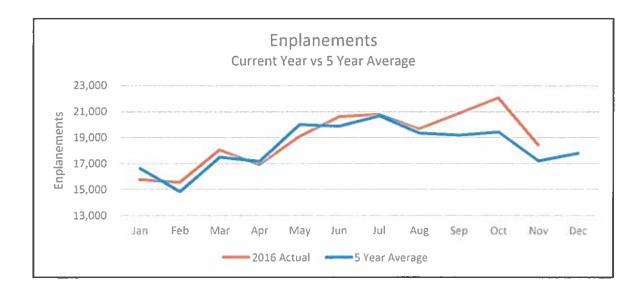
2016 vs 2015

		_	Variai	nce
_	2015	2016	Dollars	Percent
November	17,507	18,403	896	5.1%
YTD	201,192	207,580	6,388	3.2%



Historical Average

		_	Varia	nce
	5 Year Avg	2016	Dollars	Percent
October	17,198	18,403	1,205	7.0%
YTD	201,730	207,507	5,777	2.9%



Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Board to consider po		Service Alliance for the Airport he partially constructed facility Drive".
PURPOSE:	Information ⊠	Guidance □	Decision 🗀
RECOMMENDATION:	explored due to the project to date prior opportunity was not	to moving forward with o	for this project should be made by the Airport in the demolition. This potential aff last presented to the Board
	additional options as recommendation we design and construct architecture firm hir to evaluate existing engineering approact allows the building to	nd potential limited partnered build be that the Board autition expertise along with ed through a Request for information on the building him order to complete the to be used for airport termoms facilities needed to a	ty exists to further explore ership with the GJRASA, staff horize staff to use in-house the assistance of an outside Qualifications (RFQ) processing to then determine a value building in a manner that hinal needs at some point and to accommodate the regions new
LAST ACTION:	building and repurpo move in this direction	ose the bottom level for so on were taken, it was dete evel for storage would be	nce to demo the top floor of the torage. After further efforts to rmined that any efforts to cost prohibitive if the top
DISCUSSION:	Staff has received at Alliance (GJRASA) demolition of the paterminal (also know additional informatic	n e-mail from the Grand J requesting the Airport B rtially constructed facility in as the 2013 Project on 8 on is gathered including t	
	consultant obtained recommend cost sav recapture portions o	ing solutions to complete f the investment already r	abilities working with a to evaluate alternatives and the structure and partially made by the airport, and expand and serve the community.
FISCAL IMPACT:	TBD.	•	-
ATTACHMENTS:			
STAFF CONTACT:	Eric Trinklein		

From: Diane Schwenke

Sent: Monday, December 5, 2016 5:38 PM

To: Kip Turner

Cc: Kristi Pollard; Clay Tufly; Jay Seaton

Subject: Request for agenda item at Airport Board meeting December 13th

Hi Kip,

On behalf of the Grand Junction Regional Air Service Alliance (GJRASA), the following individuals respectively request that you add an item to the agenda for Airport Board meeting on December 13th asking the board to consider postponing demolition of the partially constructed facility to the east of the main terminal while additional information is gathered including the financial feasibility of utilizing part of this structure for a U.S. Customs agent. We thank you for considering this request: Jay Seaton, Co-Chairman, GJRASA Clay Tufly, Co-Chairman, GJRASA Kristi Pollard, Executive Director, GJEP Diane Schwenke, President/CEO GJ Chamber

Diane Schwenke
President/CEO
Grand Junction Area Chamber of Commerce
970.263.2915 direct line
970.250.6461 cell
diane@gichamber.org

THIS TAB LEFT INTENTIONALLY BLANK

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Tailwind Concession	ons Addendum	
PURPOSE:	Information ⊠	Guidance □	Decision 🗵
RECOMMENDATION:		ession Agreement. Agr	attached third addendum to reement has been reviewed
LAST ACTION:	Board approved Ta retail operations to		reement for restaurant and
DISCUSSION:	operations starting Tailwind, pre-secur choosing Tailwind, area (see attached f The services will in and go food items a service. The term o original lease, expir The service area wi and floor replacement the first flight of the	May 1, 2016. As part of ity food service was of Staff and Tailwind ha loorplan) on the pre-seculde a hot and cold found retail items, alcohol of the lease amendment ring 4/30/21 with 2, one ll be renovated to remo	ove the perimeter glass walls n will be 30 minutes prior to nt of the day. See the
FISCAL IMPACT:	Concession revenue	_	the RFP process ew service space is expected d as part of the common
			mately \$1,400 per month
ATTACHMENTS:	Third Addendum to Agreement	Airport Facilities Leas	se and Concession
STAFFCONTACT:	Ty Minnick		

THIRD ADDENDUM TO AIRPORT FACILITIES LEASE AND CONCESSION AGREEMENT

This Third Addendum to Airport Facilities Lease And Concession Agreement, hereinafter referred to as "Lease", between Grand Junction Regional Airport Authority, hereinafter referred to as "Lessor", a body corporate and politic and constituting a political subdivision of the State of Colorado, and Tailwind GJT, LLC, a Delaware limited liability company, hereinafter referred to as "Lessee", (collectively, the "Parties") will become effective November 15, 2016.

WHEREAS, the Lessor and the Lessee have entered into an Airport Facilities Lease and Concession Agreement (hereinafter "Lease") commencing on May 1, 2016, whereby Lessee agreed to operate the Lessor's terminal building's food, beverage, and retail areas pursuant to a competitive bid process of which Lessor's bid agreed for food service available for pre-security and post-security locations.

WHEREAS, the Parties later amended the Lease to expand the food & bar service area by approximately 400 square feet into the upper boarding area;

WHEREAS, the Parties want to add square footage as seen in Exhibit 1, which is attached hereto, in the location known as the second floor waiting room, to allow for presecurity retail and food & bar service area;

WHEREAS, the Parties agree that unless specifically modified or supplemented by this Third Addendum, all other provisions of the Lease remain in full force and effect and that nothing herein is to be construed to affect any other terms, conditions, or provisions of the Lease;

NOW THEREFORE, the Parties agree as follows:

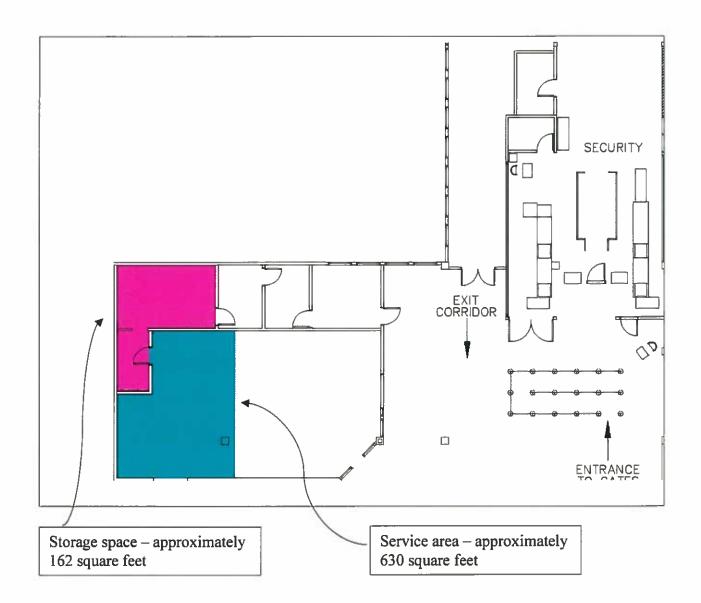
- 1. The Lessee will be allowed to expand the retail and food & bar service area by approximately 630 square feet into the second floor pre-security area ("Service Area"), with an additional 162 square feet of office/storage space ("Storage Space") when available (anticipated earliest availability for the Storage Space would be after staffing has relocated to new office space left available by TSA), as depicted on Exhibit 1, attached hereto. Lessee will be responsible to be in compliance with all local, state, and federal liquor and food services laws.
- Lessee will be responsible for reimbursement to Lessor for the removal and replacement of 630 square feet of flooring located in the Service Area, or Lessee will have the option to remove and replace the Service Area flooring with the approval of the Lessor.
- 3. The original term of the lease was a five year lease, expiring April 30, 2021 with two additional one year options if not in default and Lessor is satisfied with Lessee's level of service.

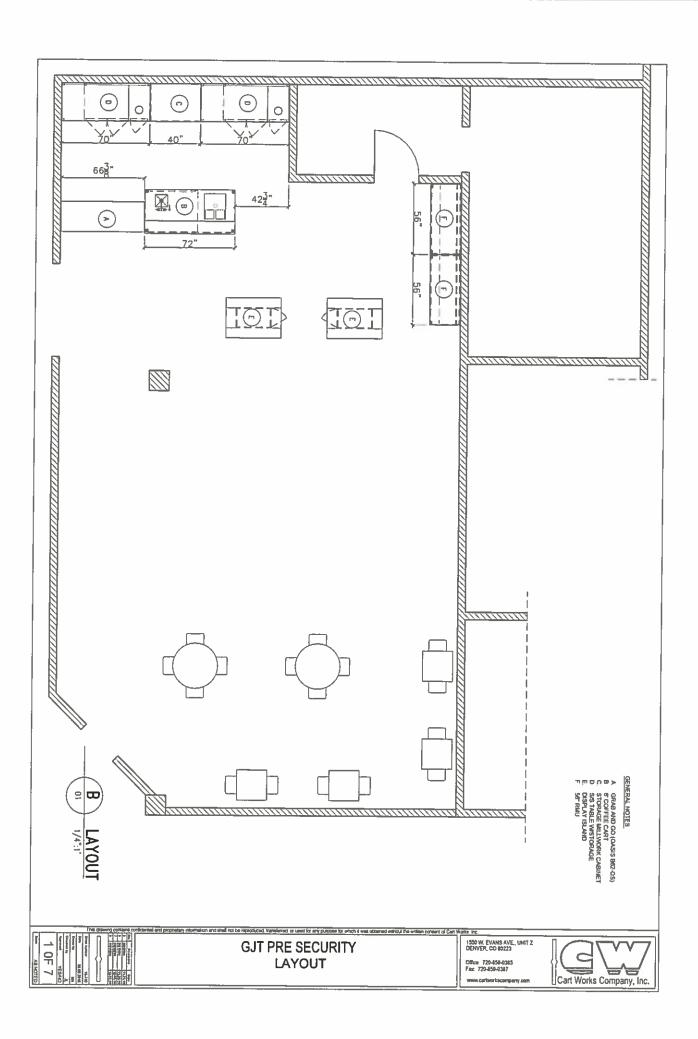
- 4. The Minimum Annual Guarantee ("MAG") will remain at \$60,000 through April 30, 2021 (Base Year). Effective May 1, 2021, the MAG will adjust annually to be the greater of 75% of previous year's actual rent paid or previous year's MAG, never to be less than the Base Year MAG.
- 5. Should the number of revenue passengers enplaning at the Airport during a period of two consecutive calendar months be less than seventy five percent (75%) of the average number of revenue passengers enplaning at the Airport in the same two calendar months, of the preceding calendar year, then until such time as the number of revenue passengers enplaning at the Airport during a period of two consecutive calendar months shall equal or exceed seventy-five percent (75%) of the average number of such passengers enplaning at the airport in the same two calendar months, of the preceding calendar year, Lessee's obligation to pay Lessor its MAG for those months affected shall be void, and in such case Lessee shall pay the Lessor ten percent (10%) of gross revenues in place of MAG for those months affected. The Lessee requirement to pay its MAG shall be suspended for the period of time the condition continues to exist. Enplaning passenger are determined as reported to the Lessor by the carriers, and recorded by the Lessor on landing fee reports.
- 6. The hours of operation for the Service Area will be adjusted based on the airport's flight schedule. Service area will be operational 30 minutes prior to the first flight of the day and will close after the last outbound flight of the day.

IN WITNESS WHEREOF, the parties have executed this Lease on the 15th day of
November 2016, effective as of the day and year first above written.

Tailwind GJT, LLC		
	By: Jeff Switzer COO, Tailwind GJT, LLC	
Grand Junction Regional Airp	port Authority	
	By: Steve Wood Chairman, Board of Commissioners Grand Junction Regional Airport Auth	oritv

Exhibit 1





GJT HOT Grab and Go Menu

Breakfast Biscuits

Breakfast Burritos

Breakfast Croissants

Corn Dog for the Kids

Cheeseburger American Cheese, Brioche

BBQ Pork
Served on Brioche

Pretzel Pastrami & Swiss Pastrami, Swiss, Pickles, Deli Mustard on a Salted Pretzel Bun

Hot Ham & Swiss
Served on Brioche

Patty Melt Caramelized Onion, Swiss, Rye

GJT COLD Grab and Go Menu

Spinach Salad

Arugula Apple

Chicken Caesar

Chef Salad

Turkey Provolone Served on Wheat Berry Bread

Ham & Swiss Served on Wheat Berry Bread

Beef and Cheddar Served on French Baguette

Hummus Wrap
Served on Wheat Tortilla

Pastrami Swiss Served on Rye

Chicken Salad Served on Croissant

Hummus Platter

Hard Boiled Eggs

Yogurt Parfait

Fruit Salad

Potato Salad

Cole Slaw

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:		Grant Application (AIP N	
PURPOSE:	Information	Guidance	Decision ⊠
RECOMMENDATION:	and the State grant app	lication, and appoint the	ttal of the AIP 56 grant application Executive Director as an authorized sary documents within the grant
LAST ACTION:	These grants will prov		n early summer 2017 under AIP 55. ion documents for the initial phases 018.
DISCUSSION:	Capital Improvement In The projects to be according are an important properation. The 2017 A grant application is for	Plan (CIP). Implished for this year an art of providing a safe an irport Improvement Programment Prog	ojects listed on the Airports 2017 d every year going forward as per the d efficient airfield/overall airport ram (AIP) projects included in this bid documents for the 2018 Projects
FISCAL IMPACT:	Funding Sources Federal - \$1,894,900 State - \$105,272 GJRA - \$105,272 Total - \$2,105,444		
COMMUNICATION STRATEGY:	In early 2017, Airport	ty Commissioners regard	ns to the City Council and the Mesa ing the 2017 AIP project prior to
ATTACHMENTS:	2017 AIP Grant Applie	cation	
STAFF CONTACT:	Eric Trinklein		

2017 CDOT Grant Application

Project Summary:

Replacement Runway 11/29 (Design Phase 2)

This project will provide final design and construction documents for several of the replacement runway 11/29 projects to support the road relocation including lighting controllers, drainage, grading, utilities, and fencing.

Identify the existing problem:

Replacement Runway 11/29 (Design Phase 2)

The original asphalt pavement for runway 11/29 was constructed in 1958 and is more than 53 years old. The airport has undergone extensive analysis regarding the condition of the primary runway and replacement alternatives. A recent geotechnical investigation determined that the pavement and substructure needs to be replaced over a significant portion of the runway.

In addition to the aging infrastructure of the current runway and the need to plan for future overhaul of that infrastructure, it was also determined that while the primary runway was originally designed to meet FAA standards, those criteria have evolved into modified standards which would be incorporated with the new runway project. The most economic and effective way to meet the current FAA design standards, maintain airport operations during construction, and address all other runway infrastructure needs is to build a replacement runway north of the current runways location.

Project Definition:

Replacement Runway 11/29 (Design Phase 2):

The proposed project will provide design to construct a new parallel runway 11/29, meeting all FAA design standards, at a 637.5 foot offset to the existing runway 11/29 centerline and a 900 foot shift to the northwest. The design will consist of incorporating airfield geometry, overall site grading and drainage, runway and taxiway pavement sections, utility installation and/or relocations, airfield security fencing, runway/taxiway electrical systems, and NAVAIDs. Final cost estimates for the work elements will be prepared using historically tabulated unit costs. All geometry was established in accordance with FAA Advisory Circular 150/5300-13A, Airport Design.

This project will provide final design and bid documents for the relocation of 27 ¼ Road. Approximately 7,700 feet of the road will need to be relocated northwest, outside the relocated RPZ for runway 11/29. The road will be located approximately 2,500 feet to the west of its current location, which is directly west of runway 11/29 and north of Landing View Lane.

The proposed road will be designed to meet City of Grand Junction and Mesa County design requirements. Road design will be in accordance with Mesa County/City of Grand Junction Transportation Engineering Design (TEDs) Manual.

Final design and construction documents will be provided for grading and earthwork for the drainage ponds. Design will provide final calculations along with design profiles, cross sections, pipes, culverts, and drainage structure details will be generated in order to determine design contours and earthwork volumes. Borrow sites and/or waste will be integrated to determine the availability of additional material or possible waste locations for excess material. In addition to grading, specific drainage will be analyzed

to determine storm drainage basins, required culverts, inlets, detention ponds, and quantify all other storm sewer infrastructure improvements required.

Final design and construction documents will be provided for new security fencing for the airport's perimeter adjacent to the project. Fencing will be required on the north side of the airport and will tie to the airport's existing southern perimeter fence that was constructed in 2011. General fencing layouts will include gate locations and types, as well as quantities of all fencing materials.

Final design and construction documents will be provided for a new lighting controller. Electrical design documents will be generated to account for new layouts for the runway and taxiway lighting and guidance systems, and all NAVAIDs. Power requirements will be quantified and infrastructure will be designed to meet the long term airside power needs of the airport.

A utility plan will be developed in order to determine the general layout of new and/or relocated utilities in the vicinity of the project. The conceptual utility plan accounted for the general layout and estimated quantity of sanitary sewer service, potable water, natural gas, telephone, electrical, fiber optics.

The project design will include detailed phasing in order to package the project in phases according to available funding for construction.

17-GJT-01				· ·	
Elements	State	%	Total Project	Design Start	Design Complete
Replacement Runway 11/29 (Design Phase 2)	\$105,272	5	\$2,105,444	7/1/2017	11/30/2017

Application for Federal Assistan	ce SF-424				
* 1. Type of Submission	* 2. Type of Application	* If Revision, select appropriate letter(s):			
Preapplication	• New	- Select One -			
Application	Continuation * Other (Specify)				
Changed/Corrected Application	Revision				
* 3. Date Received:	 Application Identif 	ier:			
5a. Federal Entity Identifier:	* 5b. F	Federal Award Identifier:			
	3-08-0	0027-056-2016			
State Hee Only					
State Use Only: 6. Date Received by State:	7 Sta	te Application Identifier:			
8. APPLICANT INFORMATION:	7. Sta	te Application identifier.			
	ional Airport Authority	· · · · · · · · · · · · · · · · · · ·			
* b. Employer/Taxpayer Identification		*c. Organizational DUNS:			
84-6111114	(=11.17.71.71.71.71.71.71.71.71.71.71.71.7	15-613-5394			
d. Address:					
* Street1: 800 Eagle Drive		1.0° data (100 miles de 111 mil			
Street 2:					
* City: Grand Junction					
County: Mesa					
State: Colorado					
Province:					
Country: USA					
e. Organizational Unit:					
Department Name:		Division Name:			
f. Name and contact information of	nerson to be contacted o	n matters involving this application:			
Prefix: Mr.	First Nam	e: via			
Middle Name:		νιh			
* Last Name: Turner					
Suffix:					
Title: Executive Director					
Organizational Affiliation:					
* Telephone Number: (970) 244-9100	r _a	x Number:			
* Email: kturner@giairport.com	га	A HUITINGE,			

Expiration Date: 08/31/2016
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:
B. County Government
Type of Applicant 3: Select Applicant Type:
- Select One -
* Other (specify): Airport Authority
* 10. Name of Federal Agency: Federal Avaition Administration
11. Catalog of Federal Domestic Assistance Number:
20.106
CFDA Title:
Airport Improvement Program
*12. Funding Opportunity Number: N/A
Title: N/A
13. Competition Identification Number: N/A
Title: N/A
14. Areas Affected by Project (Cities, Counties, States, etc.):
City of Grand Junction, Mesa County, State of Colorado
City of Grand Junction, Mesa County, State of Colorado
* 15. Descriptive Title of Applicant's Project:
Replacement Runway 11/29 (Design Phase 2): HIRL Circuit, Runway Lighting, Signage, MALSR, Glide Slope, Localizer, PAPIs, REILs, Exit
Taxiways, Entrance Taxiways, Relocate County Road, Grading, Drainage, Utilities.
Attach supporting documents as specified in agency instructions.

Application for Fed	leral Assistance SF-424	1			
16. Congressional Di	stricts Of:				
*a. Applicant: CO-3		DO-3			
Attach an additional lis	t of Program/Project Congre	essional Districts if need	ed.		
17. Proposed Project					
*a. Start Date: 07/01/2	2017	*b	. End Date: 11/01/2	2017	
18. Estimated Fundin	g (\$):				
*a. Federal	1,894,900.00				
*b. Applicant	105,272.00				
*c. State	105,272.00				
*d. Local					
*e. Other					
*f. Program Income					
*g. TOTAL	2,105,444.00				
a. This application	bject to Review By State to was made available to the Sect to E.O. 12372 but has no overed by E.O. 12372	State under the Executive	e Order 12372 Proce	ess for review on	
*20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation on next page.)					
☐ Yes ■ No					
herein are true, comple with any resulting term	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)				
☑ **IAGREE					
	** 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 Represen	tative:				
Prefix: Mr.	Prefix: Mr. *First Name: Steve				
Middle Name:					
*Last Name: Wood					
Suffix:					
*Title: Airport Authority Chairman					
*Telephone Number: (970) 244-9100		Fax Number:		
* Email: swood@gjairp	ort.com			:	
*Signature of Authorize	d Representative:			*Date Signed:	

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 o space.
The Applicant Organization is not delinquent on any Federal Debt.

INSTRUCTIONS FOR THE SF-424

Public reporting burden for this collection of information is estimated to average 60 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0043), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

This is a standard form (including the continuation sheet) required for use as a cover sheet for submission of preapplications and applications and related information under discretionary programs. Some of the items are required and some are optional at the discretion of the applicant or the Federal agency (agency). Required items are identified with an asterisk on the form and are specified in the instructions below. In addition to the instructions provided below, applicants must consult agency instructions to determine specific requirements.

utry				
Type of Submission: (Required) Select one type of submission in accordance with agency instructions. Preapplication Application Changed/Corrected Application — If requested by the agency, check if this submission is to change or correct a previously submitted application. Unless requested by the agency, applicants may not use this to submit changes after the closing date.				
 Type of Application: (Required) Select one type of application in accordance with agency instructions. New – An application that is being submitted to an agency for the first time. Continuation - An extension for an additional funding/budget period for a project with a projected completion date. This can include renewals. Revision - Any change in the Federal Government's financial obligation or contingent liability from an existing obligation. If a revision, enter the appropriate letter(s). More than one may be selected. If "Other" is selected, please specify in text box provided. 				
A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration E. Other (specify)				
Pate Received: Leave this field blank. This date will be assigned by the Federal agency.				
pplicant Identifier: Enter the entity identifier assigned by the Federal agency, if any, or applicant's control number, if applicable.				
ederal Entity Identifier: Enter the number assigned to your organization by the Federal Agency, if any.				
ederal Award Identifier: For new applications teave blank. For a continuation or revision to an existing award, enter the previously assigned ederal award identifier number. If a changed/corrected application, enter the Federal Identifier in accordance with agency instructions.				
ate Received by State: Leave this field blank. This date will be assigned by the State, if applicable.				
tate Application Identifier: Leave this field blank. This identifier will be assigned by the State, if applicable.				
 Applicant Information: Enter the following in accordance with agency instructions: a. Legal Name: (Required) Enter the legal name of applicant that will undertake the assistance activity. This is the name that the organization has registered with the Central Contractor Registry. Information on registering with CCR may be obtained by visiting the Grants.gov website. 				
b. Employer/Taxpayer Number (EIN/TIN): (Required): Enter the Employer or Taxpayer Identification Number (EIN or TIN) as assigned by the Internal Revenue Service. If your organization is not in the US, enter 44-4444444.				
c. Organizational DUNS: (Required) Enter the organization's DUNS or DUNS+4 number received from Dun and Bradstreet. Information on obtaining a DUNS number may be obtained by visiting the Grants.gov website.				
d. Address: Enter the complete address as follows: Street address (Line 1 required), City (Required), County, State (Required, if country is US), Province, Country (Required), Zip/Postal Code (Required, if country is US).				
e. Organizational Unit: Enter the name of the primary organizational unit (and department or division, if applicable) that will undertake the assistance activity, if applicable.				
f. Name and contact information of person to be contacted on matters involving this application: Enter the name (First and last name required), organizational affiliation (if affiliated with an organization other than the applicant organization), telephone number (Required), fax number, and email address (Required) of the person to contact on matters related to this application.				
Fype of Applicant: (Required) Select up to three applicant type(s) in accordance with agency instructions: A. State Government B. County Government C. City or Township Government D. Special District Government E. Regional Organization F. U.S. Territory or Possession G. Independent School District H. Public/State Controlled Institution of Higher Education I. Indian/Native American Tribal Government (Federally Recognized) J. Indian/Native American Tribal Government (Other than Federally Recognized) K. Indian/Native American Tribally Designated Organization L. Public/Indian Housing Authority M. Nonprofit with 501C3 IRS Status (Other than Institution of Higher Education) N. Nonprofit without 501C3 IRS Status (Other than Institution of Higher Education) O. Private Institution of Higher Education P. Individual Q. For-Profit Organization (Other than Small Business) S. Small Business S. Hispanic-serving Institution				
R. Sm				

Item	Entry			
	T. Historically Black Colleges and Universities (HBCUs) U. Tribally Controlled Colleges and Universities (TCCUs) V. Alaska Native and Native Hawaiian Serving Institutions W. Non-domestic (non-US) Entity X. Other (specify)			
10.	Name Of Federal Agency: (Required) Enter the name of the Federal agency from which assistance is being requested with this application.			
11.	Catalog Of Federal Domestic Assistance Number/Title: Enter the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested, as found in the program announcement, if applicable.			
12.	Funding Opportunity Number/Title: Enter the Funding Opportunity Number and title of the opportunity under which assistance is requested, as found in the program announcement.			
13.	Competition Identification Number/Title: Enter the Competition Identification Number and title of the competition under which assistance is requested, if applicable.			
14.	Areas Affected By Project: List the areas or entities using the categories (e.g., cities, counties, states, etc.) specified in agency instructions. Use the continuation sheet to enter additional areas, if needed.			
15.	Descriptive Title of Applicant's Project: (Required) Enter a brief descriptive title of the project. If appropriate, attach a map showing project location (e.g., construction or real property projects). For preapplications, attach a summary description of the project.			
16.	Congressional Districts Of: (Required) 16a. Enter the applicant's Congressional District, and 16b. Enter all District(s) affected by the program or project. Enter in the format: 2 characters State Abbreviation – 3 characters District Number, e.g., CA-005 for California 5 th district, CA-012 for California 12 th district, and NC-103 for North Carolina's 103 rd district. If all congressional districts in a state are affected, enter "all" for the district number, e.g., MD-all for all congressional districts in Maryland. If nationwide, i.e. all districts within all states are affected, enter US-all. If the program/project is outside the US, enter 00-000.			
17.	Proposed Project Start and End Dates: (Required) Enter the proposed start date and end date of the project.			
18.	Estimated Funding: (Required) Enter the amount requested or to be contributed during the first funding/budget period by each contributor. Value of in-kind contributions should be included on appropriate lines, as applicable. If the action will result in a dollar change to an existing award, indicate only the amount of the change. For decreases, enclose the amounts in parentheses.			
19.	Is Application Subject to Review by State Under Executive Order 12372 Process? Applicants should contact the State Single Point of Contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the State intergovernmental review process. Select the appropriate box. If "a." is selected, enter the date the application was submitted to the State.			
20.	Is the Applicant Delinquent on any Federal Debt? (Required) Select the appropriate box. This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include delinquent audit disallowances, loans and taxes. If yes, include an explanation on the continuation sheet.			
21.	Authorized Representative: (Required) To be signed and dated by the authorized representative of the applicant organization. Enter the name (First and last name required), title (Required), telephone number (Required), fax number, and email address (Required) of the person authorized to sign for the applicant.			
	A copy of the governing body's authorization for you to sign this application as the official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.)			



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

Paperwork Reduction Act Burden Statement

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

INSTRUCTIONS FOR FORM 5100-100

PART II, SECTION A – Project Approval Information

Negative answers will not require an explanation unless the federal agency requests more information at a later date. Provide supplementary data for all "Yes" answers in the space provided in accordance with the following instructions.

- Item 1 Provide the name of the governing body establishing the priority system and the priority rating assigned to this project.
- Item 2 Provide the name of the agency or board which issued the clearance and attach the documentation of status or approval
- Item 3 Attach the clearinghouse comments for the application in accordance with the instructions contained in Office of Management and Budget Circular No. A-95. If comments were submitted previously with a preapplication, do not submit them again but any additional comments received from the clearinghouse should be submitted with this application.
- Item 4 Furnish the name of the approving agency and the approval date.
- Item 5 Show whether the approved comprehensive plan is State, local, or regional, or if none of these, explain the scope of the plan. Give the location where the approved plan is available for examination and state whether this project is in conformance with the plan.

- **Item 6 -** Show the Federal population residing or working on the federal installation who will benefit from this project.
- **Item 7 -** Show the percentage of the project work that will be conducted on federally-owned or leased land. Give the name of the Federal installation and its location.
- Item 8 Briefly describe the possible beneficial and/or harmful impact on the environment because of the proposed project. If an adverse environment impact is anticipated, explain what action will be taken to minimize the impact. Federal agencies will provide separate instructions if additional data is needed.
- Item 9 State the number of individuals, families, businesses, or farms this project will displace. Federal agencies will provide separate instructions if additional data is needed.
- **Item 10 -** Show the Federal Domestic Assistance Catalog number, the program name, the type of assistance, the status and amount of each project where there is related previous, pending, or anticipated assistance. Use additional sheets. if needed.

PART III – BUDGET INFORMATION – CONSTRUCTION SECTION A. GENERAL

Show the Federal Domestic Assistance Catalog Number from which the assistance is requested. When more than one program or Catalog Number is involved and the amount cannot be distributed to the Federal grant program or catalog number on an over-all percentage basis, prepare a separate set of Part III forms for each program or Catalog Number.

However, show the total amounts for all programs in Section B of the basic application form.

Item 2 – Show the functional or other categorical breakouts, if required by the Federal grantor agency. Prepare a separate set of Part III forms for each category

SECTION B. CALCULATION OF FEDERAL GRANT

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

- Item 1 Enter amounts needed for administration expenses including such items as travel, legal fees, rental of vehicles and any other expense items expected to be incurred to administer the grant. Include the amount of interest expense when authorized by program legislation and also show this amount under Section E Remarks.
- Item 2 Enter amounts pertaining to the work of locating and designing, making surveys and maps, sinking test holes, and all other work required prior to actual construction.
- Item 3 Enter amounts directly associated with the acquisition of land, existing structures, and related right-of-way.
- Item 4 Enter basic fees for architectural engineering services.
- Item 5 Enter amounts for other architectural engineering services, such as surveys, tests, and borings.
- Item 6 Enter fees for inspection and audit of construction and related programs.

FAA Form 5100-100

- Item 7 Enter amounts associated with the development of land where the primary purpose of the grant is land improvement. Site work normally associated with major construction should be excluded from this category and shown on line 11.
- Item 8 Enter the dollar amounts needed to provide relocation advisory assistance, and the net amounts for replacement (last resort) housing. Do not include relocation administration expenses on this Line; include them on Line 1.
- Item 9 Enter the estimated amount of relocation payments to be made to displaced persons, business concerns, and non-profit organizations for moving expenses and replacement housing.
- Item 10 Enter the gross salaries and wages of employees of the grantee who will be directly engaged in performing demolition or removal of structures from developed land. This line should show also the cost of demolition or removal of improvements on developed land under a third party contract. Reduce the costs on this line by the amount of expected proceeds from the sale of salvage, if so instructed by the Federal grantor agency. Otherwise, show the proceeds on Line 15.
- Item 11 Enter amounts for the actual construction of, addition to, or restoration of a facility. Also, include in this category the amounts of project improvements such as sewers, streets, landscaping, and lighting.
- Item 12 Enter amounts for equipment both fixed and movable exclusive of equipment used in construction. For example, include amounts for permanently attached laboratory tables, built-in audio visual systems, movable desks, chairs, and laboratory equipment.
- Item 13 Enter amounts for items not specifically mentioned above.
- Item 14 Enter the sum of Lines 1-13.
- Item 15 Enter the estimated amount of program income that will be earned during the grant period and applied to the program.
- Item 16 Enter the difference between the amount on Line 14 and the estimated income shown on Line 15.
- Item 17 Enter the amounts for those items, which are a part of the project but not subject to Federal participation (See Section C, Line 26g, Column (1)).
- Item 18 Enter the estimated amount for contingencies. Compute this amount as follows. Subtract from the net project amount shown on Line 16 the ineligible project exclusions shown on Line 17 and the amount, which is excluded from the contingency provisions shown in Section C, Line 26g, Column (2). Multiply the computed amount by the percentage factor allowed by the grantor agency in accordance with the Federal program guidance. For those grants, which provide for a fixed dollar allowance in lieu of a percentage allowance, enter the dollar amount of this allowance.
- Item 19 Show the total amount of Lines 16, 17, and 18. (This is the amount to which the matching share ratio prescribed in program legislation is applied.)
- Item 20 Show the amount of Federal funds requested exclusive of funds for rehabilitation purposes.
- Item 21 Enter the estimated amounts needed for rehabilitation expense if rehabilitation grants to individuals are made for which grantees are reimbursed 100 percent by the Federal grantor agency in

FAA Form 5100-100

accordance with program legislation. If the grantee shares in part of this expense, show the total amount on Line 13 instead of on Line 21 and explain in Section E.

- Item 22 Show the total amount of the Federal grant requested.
- Item 23 Show the amount from Section D, Line 27h.
- Item 24 Show the amount from Section D, Line 28c.
- Item 25 Self-explanatory.

SECTION C. EXCLUSIONS

Item 26 a-g - Identify and list those costs in Column (1), which are part of the project cost but are not subject to Federal participation because of program legislation or Federal grantor agency instructions. The total amount on Line g should agree with the amount shown on Line 17 of Section B.

Show in Column (2) those project costs that are subject to Federal participation but are not eligible for inclusion in the amount used to compute contingency amounts as provided in the Federal grantor agency instructions.

SECTION D. PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

Item 27 a-g - Show the source of the grantee's share. If cash is not immediately available, specify the actions completed to date and those actions remaining to make cash available under Section E Remarks. Indicate also the period of time that will be required after execution of the grant agreement to obtain the funds. If there is a non-cash contribution, explain what this contribution will consist of.

Item 27h - Show the total of Lines 27 a-g. This amount must equal the amount shown in Section B, Line 23.

Item 28a - Show the amount that will be contributed by a State or state agency, only if the applicant is not a State or state agency. If there is a non-cash contribution, explain what the contribution will consist of under Section E Re-marks.

Item 28b - Show the amount that will be contributed from other sources. If there is a non-cash contribution, explain what the contribution will consist of under Section E Remarks.

Item 28c - Show the total of Lines 28a and 28b. This amount must be the same as the amount shown in Section B, Line 24.

Item 29 - Enter the totals of Line 27h and 28c

SECTION E. OTHER REMARKS

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

FAA Form 5100-100 iv

PART IV - PROGRAM NARRATIVE

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

1. OBJECTIVES AND NEED FOR THIS ASSISTANCE

Pinpoint any relevant physical, economic, social, financial, institutional, or other problems requiring a solution.

Demonstrate the need for assistance and state the principal and subordinate objectives of the project. Supporting documentation or other testimonies from concerned interests other than the applicant may be used. Any relevant data based on planning studies should be included or footnoted.

2. RESULTS OR BENEFITS EXPECTED

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

3. APPROACH

- a. Outline a plan of action pertaining to the scope and detail of how the proposed work will be accomplished for each grant program. Cite factors, which might accelerate or decelerate the work, and your reason for taking this approach as opposed to others. Describe any unusual features of the project such as design or technological innovations, reductions in cost or time, or extraordinary social and community involvements.
- b. Provide each grant program monthly or quarterly quantitative projections of the accomplishments to be achieved, if possible. When accomplishments cannot be quantified, list the activities in chronological order to show the schedule of accomplishments and their target dates.
- c. Identify the kinds of data to be collected and maintained, and discuss the criteria to be used to evaluate the results and success of the project. Explain the methodology that will be used to determine if the needs identified and discussed are being met and if the results and benefits identified in Item 2 are being achieved.
- d. List each organization, cooperator, consultant, or other key individuals who will work on the project along with a short description of the nature of their effort or contribution.

4. GEOGRAPHIC LOCATION

Give a precise location of the project and area to be served by the proposed project. Maps or other graphic aids may be attached.

FAA Form 5100-100

5. IF APPLICABLE, PROVIDE THE FOLLOWING INFORMATION:

- a. Describe the relationship between this project and other work planned, anticipated, or underway under the Federal Assistance listed under Part II, Section A, Item 10.
- **b.** Explain the reason for all requests for supplemental assistance and justify the need for additional funding.
- c. Discuss accomplishments to date and list in chronological order a schedule of accomplishments, progress, or milestones anticipated with the new funding re-quest. If there have been significant changes in the project objectives, location, approach or time delays, explain and justify. For other requests for changes or amendments, explain the reason for the change(s). If the scope or objectives have changed or an extension of time is necessary, explain the circumstances and justify. If the total budget has been exceeded or if individual budget items have changed more than the prescribed limits contained in Attachment K, Office of Management and Budget Circular No. A-102, explain and justify the change and its effect on the project.

FAA Form 5100-100 vi



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?	Name of Governing Body:					
Yes V No	Priority:					
Item 2. Does this assistance request require State, or local advisory, educational or health clearances?	Name of Agency or Board: (Attach Documentation)					
☐ Yes ☑ No	(that it is the state of the s					
Does this assistance request require clearinghouse review in accordance with OMB Circular A-95? Yes Vo	(Attach Comments)					
Item 4.	Name of Approving Agency:					
Does this assistance request require State, local, regional, or other planning approval?	City of Grand Junction and Mesa County, Colorado					
✓ Yes □ No	Date:					
Item 5. Is the proposal project covered by an approved comprehensive plan? Yes No	Check one: State Local Regional Location of Plan: City of Grand Junction					
14						
Item 6. Will the assistance requested serve a Federal installation? Yes ✓ No	Name of Federal Installation: Federal Population benefiting from Project:					
Item 7.	Name of Federal Installation:					
Will the assistance requested be on Federal land or installation? Yes No	Location of Federal Land:					
Tes VIVO	Percent of Project: %					
Item 8. Will the assistance requested have an impact or effect on the environment? Yes V No	(See instructions for additional information to be provided.)					
Item 9. Will the assistance requested cause the displacement of individuals, families, businesses, or farms? Yes V No	Number of: Individuals: Families: Businesses: Farms:					
Item 10. Is there other related Federal assistance on this project previous, pending, or anticipated? Yes V 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 Sponsor has reviewed the City of Grand Junction & Mesa County development codes & zoning. This project is consistent with the existing plans.

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 Sponsor is not in default on any obligations to the United States or any agency of the United States Government relative to the development, operation, or any airport.

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 possible disabilities which might make it impossible to carry out the completion of the Project.

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.

The Project is Consistent with Local Plans.

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

The Project has given fair consideration to local interest and has been approved in an advertised public meeting.

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.

The Project has taken into account User Consultation and has been approved in an advertised public meeting

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.

The project has taken into account feedback from multiple public hearings regarding this project.

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.

The project will be located, designed, constructed, and operated so as to comply with applicable air and water quality standards.

OMB CONTROL NUMBER: 2120-0569 OMB EXPIRATION DATE: 4/30/2017

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: There are no grants of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor. 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": There are no exceptions, encumbrances, and adverse interests on land connected to the Airport. 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": The Sponsor will acquire all land prior to the start of the Project prior to the start of construction work. (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" The Sponsor will acquire all land prior to the start of the Project prior to the start of construction work. *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.

OMB CONTROL NUMBER: 2120-0569 OMB EXPIRATION DATE: 4/30/2017

PART III - BUDGET INFORMATION - CONSTRUCTION

SECTION A – GENERAL						
	Assistance Catalog Number:				_	
2. Functional or Othe	r Breakout:					
	SECTION B - CALCU	JLATION OF FEDERAL	GRANT			
		Use only	for revisions		Total	
С	ost Classification	Latest Approved Amount	Adjustment + or (-)		Amount Required	
1. Administration expo	ense	\$	\$	\$		
2. Preliminary expens	e					
3. Land, structures, ri	ght-of-way					
4. Architectural engine	eering basic fees				2,105,444.00	
5. Other Architectural	engineering fees					
6. Project inspection t	ees					
7. Land development						
8. Relocation Expens	es					
9. Relocation paymen	ts to Individuals and Businesses					
10. Demolition and rem	noval					
11. Construction and p	roject improvement					
12. Equipment						
13. Miscellaneous						
14. Total (Lines 1 throu	gh 13)				2,105,444.00	
15. Estimated Income	if applicable)					
16. Net Project Amoun	t (Line 14 minus 15)				2,105,444.00	
17. Less: Ineligible Exc	lusions					
18. Add: Contingencie	es					
19. Total Project Amt. (Excluding Rehabilitation Grants)			ŀ	2,105,444.00	
20. Federal Share requ	ested of Line 19				1,894,900.00	
21. Add Rehabilitation	Grants Requested (100 Percent)					
22. Total Federal grant	requested (lines 20 & 21)				1,894,900.00	
23. Grantee share					105,272.00	
24. Other shares					105,272.00	
25. Total Project (Lines	22, 23 & 24)	s	s	s	2,105,444.00	

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 FINANC	CING NON-FEDERAL SH	IARE			
27. Grantee Share					
a. Securities		\$			
b. Mortgages					
c. Appropriations (By Applicant)		105,272.00			
d. Bonds					
e. Tax Levies					
f. Non Cash					
g. Other (Explain)					
h. TOTAL - Grantee share					
28. Other Shares					
a. State		105,272			
b. Other					
c. Total Other Shares					
29. TOTAL		\$ 210,544.00			
SECTION E – REMARKS					
•					

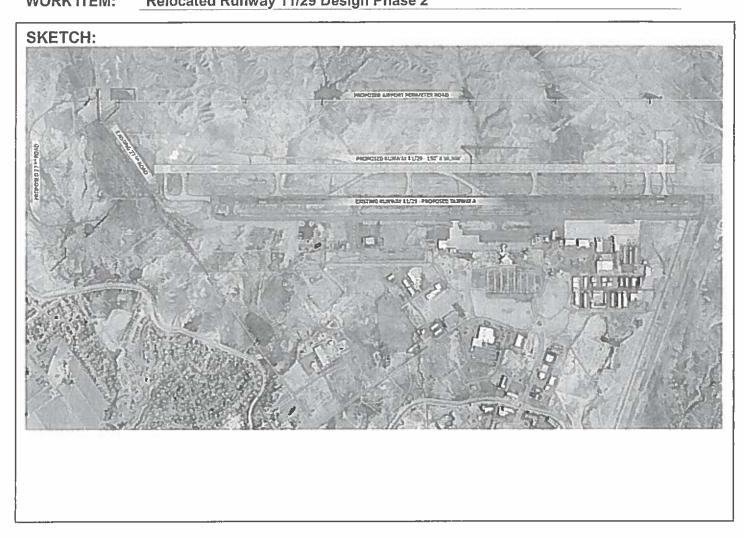
OMB CONTROL NUMBER: 2120-0569 OMB EXPIRATION DATE: 4/30/2017

PART IV PROGRAM NARRATIVE (Suggested Format)

PROJECT: Replacement Runway 11/29 Design Phase 2 AIRPORT: Grand Junction Regional Airport (GJT) 1. Objective: Replacement Runway 11/29 (Design Only): HIRL Circuit, Runway Lighting, Signage, MALSR, Glide Slope, Localizer, PAPIs, REILs, Exit Taxiways, Entrance Taxiways, Relocate County Road, Grading, Drainage, Utilities 2. Benefits Anticipated: Runway pavement has reached the end of it's useful life. The most cost effective way to meet the current FAA design standards is to build a replacement runway. Additionally, the Airport has intersecting runways which increases the potential for runway incursions. Completing the design in advance gives the funding agencies the ability to budget the funds required for improvements over several years. 3. Approach: (See approved Scope of Work in Final Application) See Scope of Work 4. Geographic Location: The Grand Junction Regional Airport is located approximately 3 miles Northeast of the central business district of Grand Junction Colorado. the physical address of the Airport is 800 Eagle Drive, Grand Junction, Colorado 81506. 5. If Applicable, Provide Additional Information: 6. Sponsor's Representative: (include address & telephone number) Steve Wood **Board Chairman** 800 Eagle Drive Grand Junction, CO 81506 970-244-9100

CIP/PREAPPLICATION DATA SHEET

AIRPORT: <u>Grand Junction Regional Airport</u> LOCAL PRIORITY: <u>N/A.</u> <u>UPDATED: <u>December 2016</u></u>
WORK ITEM: Relocated Runway 11/29 Design Phase 2



SPONSOR SIGNATURE:		il ia rev			DATE:	
COST ESTIMATE:			Item (Design))		
ADMINISTRATIO	ои: [S	1:	\$	4	\$
DESIGN ENGINEERING:		\$ 2,105,444	2:	\$	5	\$
INSPECTION	ON:	\$	3:	\$	TOTAL:	\$ 2,105,444
ADO USE: PREAPP NO:	GRAI		PIAS ODE:	WORK CODE:	FAA PRIOR:	FED \$



ASSURANCES

Airport Sponsors

A. General.

- 1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
- 2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
- 3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this grant agreement.

B. Duration and Applicability.

1. Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.

The terms, conditions and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.

The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. Airport Planning Undertaken by a Sponsor.

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

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements.

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

Federal Legislation

- a. Title 49, U.S.C., subtitle VII, as amended.
- b. Davis-Bacon Act 40 U.S.C. 276(a), et seq. 1
- c. Federal Fair Labor Standards Act 29 U.S.C. 201, et seq.
- d. Hatch Act 5 U.S.C. 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et seq. ¹²
- f. National Historic Preservation Act of 1966 Section 106 16 U.S.C. 470(f).
- g. Archeological and Historic Preservation Act of 1974 16 U.S.C. 469 through 469c.
- h. Native Americans Grave Repatriation Act 25 U.S.C. Section 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended.
- j. Coastal Zone Management Act, P.L. 93-205, as amended.
- k. Flood Disaster Protection Act of 1973 Section 102(a) 42 U.S.C. 4012a.
- 1. Title 49, U.S.C., Section 303, (formerly known as Section 4(f))
- m. Rehabilitation Act of 1973 29 U.S.C. 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 42 U.S.C. 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968 -42 U.S.C. 4151, et seq. 1
- s. Power plant and Industrial Fuel Use Act of 1978 Section 403- 2 U.S.C. 8373.¹
- t. Contract Work Hours and Safety Standards Act 40 U.S.C. 327, et seg.
- u. Copeland Anti-kickback Act 18 U.S.C. 874.1
- v. National Environmental Policy Act of 1969 42 U.S.C. 4321, et seq. 1
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- x. Single Audit Act of 1984 31 U.S.C. 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 41 U.S.C. 702 through 706.

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

Executive Orders

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

Federal Regulations

- a. 2 CFR Part 180 OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [OMB Circular A-87 Cost Principles Applicable to Grants and Contracts with State and Local Governments, and OMB Circular A-133 - Audits of States, Local Governments, and Non-Profit Organizations].^{4, 5, 6}
- c. 2 CFR Part 1200 Nonprocurement Suspension and Debarment
- d. 14 CFR Part 13 Investigative and Enforcement Procedures 14 CFR Part 16 Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
- e. 14 CFR Part 150 Airport noise compatibility planning.
- f. 28 CFR Part 35- Discrimination on the Basis of Disability in State and Local Government Services.
- g. 28 CFR § 50.3 U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.
- h. 29 CFR Part 1 Procedures for predetermination of wage rates.
- 29 CFR Part 3 Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.¹
- j. 29 CFR Part 5 Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).¹
- k. 41 CFR Part 60 Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).¹
- 1. 49 CFR Part 18 Uniform administrative requirements for grants and cooperative agreements to state and local governments.³
- m. 49 CFR Part 20 New restrictions on lobbying.
- n. 49 CFR Part 21 Nondiscrimination in federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 23 Participation by Disadvantage Business Enterprise in Airport Concessions.

- p. 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs. 12
- q. 49 CFR Part 26 Participation by Disadvantaged Business Enterprises in Department of Transportation Programs.
- r. 49 CFR Part 27 Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.
- s. 49 CFR Part 28 Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities conducted by the Department of Transportation.
- t. 49 CFR Part 30 Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.
- u. 49 CFR Part 32 Governmentwide Requirements for Drug-Free Workplace (Financial Assistance)
- v. 49 CFR Part 37 Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 41 Seismic safety of Federal and federally assisted or regulated new building construction.

Specific Assurances

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

Footnotes to Assurance C.1.

- These laws do not apply to airport planning sponsors.
- ² These laws do not apply to private sponsors.
- ³ 49 CFR Part 18 and 2 CFR Part 200 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.
- On December 26, 2013 at 78 FR 78590, the Office of Management and Budget (OMB) issued the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards in 2 CFR Part 200. 2 CFR Part 200 replaces and combines the former Uniform Administrative Requirements for Grants (OMB Circular A-102 and Circular A-110 or 2 CFR Part 215 or Circular) as well as the Cost Principles (Circulars A-21 or 2 CFR part 220; Circular A-87 or 2 CFR part 225; and A-122, 2 CFR part 230). Additionally it replaces Circular A-133 guidance on the Single Annual Audit. In accordance with 2 CFR section 200.110, the standards set forth in Part 200 which affect administration of Federal awards issued by Federal agencies become effective once implemented by Federal agencies or when any future amendment to this Part becomes final. Federal agencies, including the Department of Transportation, must implement the policies and procedures applicable to Federal awards by promulgating a regulation to be effective by December 26, 2014 unless different provisions are required by statute or approved by OMB.

- ⁵ Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
- ⁶ Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

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

b. Private Sponsor:

It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

4. Good Title.

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

5. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

- b. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial noncompliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in this grant agreement and shall insure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. Consistency with Local Plans.

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

7. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Consultation with Users.

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. Public Hearings.

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

10. Metropolitan Planning Organization.

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

11. Pavement Preventive Maintenance.

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, and all the security equipment required by rule or regulation, and

has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.
- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the Secretary, shall be incorporated into this grant agreement. Any modification to the approved plans,

specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this grant agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

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

19. Operation and Maintenance.

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

- 1) Operating the airport's aeronautical facilities whenever required;
- 2) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
- 3) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or

to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to-

- 1) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
- 2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
- d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
- e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.
- f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to maintenance, repair, and fueling] that it may choose to perform.
- g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.
- h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
- i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

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

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

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

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
 - If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or

- operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
- 2) If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
- 3) Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

26. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;
- for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;
- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this grant agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 - 1) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 - 2) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that —

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. It will keep up to date at all times an airport layout plan of the airport showing
 - boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;
 - 2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and

- roads), including all proposed extensions and reductions of existing airport facilities;
- 3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon; and
- 4) all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.
- b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

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

a. Using the definitions of activity, facility and program as found and defined in §§ 21.23 (b) and 21.23 (c) of 49 CFR § 21, the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by, or pursuant to these assurances.

b. Applicability

- 1) Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
- 2) Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

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

c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

- 1) So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
- 2) So long as the sponsor retains ownership or possession of the property.
- d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this grant agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

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

e. Required Contract Provisions.

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

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

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

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order, (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund. If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.
- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested or transferred to another

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

- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
- d. Disposition of such land under (a) (b) or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

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

33. Foreign Market Restrictions.

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

34. Policies, Standards, and Specifications.

It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated ______ (the latest approved version as of this grant offer) and included in this grant, and in accordance

with applicable state policies, standards, and specifications approved by the Secretary.

35. Relocation and Real Property Acquisition.

- a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.
- b. It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

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

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its DBE and ACDBE programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1936 (31 U.S.C. 3801).

38. Hangar Construction.

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

39. Competitive Access.

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



Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects

Updated: 12/31/2015

View the most current versions of these ACs and any associated changes at: http://www.faa.gov/airports/resources/advisory_circulars

NUMBER	TITLE
70/7460-1L	Obstruction Marking and Lighting
150/5020-1	Noise Control and Compatibility Planning for Airports
150/5070-6B Changes 1 - 2	Airport Master Plans
150/5070-7 Change 1	The Airport System Planning Process
150/5100-13B	Development of State Standards for Nonprimary Airports
150/5200-28E	Notices to Airmen (NOTAMS) for Airport Operators
150/5200-30C Change 1	Airport Winter Safety And Operations
150/5200-31C Changes 1 - 2	Airport Emergency Plan
150/5210-5D	Painting, Marking, and Lighting of Vehicles Used on an Airport
150/5210-7D	Aircraft Rescue and Fire Fighting Communications
150/5210-13C	Airport Water Rescue Plans and Equipment
150/5210-14B	Aircraft Rescue Fire Fighting Equipment, Tools and Clothing
150/5210-15A	Aircraft Rescue and Firefighting Station Building Design
150/5210-18A	Systems for Interactive Training of Airport Personnel

NUMBER	TITLE
150/5210-19A	Driver's Enhanced Vision System (DEVS) Ground Vehicle Operations on Airports
150/5220-10E	Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles
150/5220-16D	Automated Weather Observing Systems (AWOS) for Non-Federal Applications
150/5220-17B	Aircraft Rescue and Fire Fighting (ARFF) Training Facilities
150/5220-18A	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials
150/5220-20A	Airport Snow and Ice Control Equipment
150/5220-21C	Aircraft Boarding Equipment
150/5220-22B	Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns
150/5220-23	Frangible Connections
150/5220-24	Foreign Object Debris Detection Equipment
150/5220-25	Airport Avian Radar Systems
150/5220-26, Change 1	Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Squitter Equipment
150/5300-7B	FAA Policy on Facility Relocations Occasioned by Airport Improvements of Changes
150/5300-13A, Change 1	Airport Design
150/5300-14C	Design of Aircraft Deicing Facilities
150/5300-16A	General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey
150/5300-17C	Standards for Using Remote Sensing Technologies in Airport Surveys
150/5300-18C	Survey and Data Standards for Submission of Aeronautical Data Using Airports GIS
150/5320-5D	Airport Drainage Design
150/5320-6E	Airport Pavement Design and Evaluation
150/5320-12C, Changes 1 - 8	Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces

NUMBER	TITLE
150/5320-15A	Management of Airport Industrial Waste
150/5235-4B	Runway Length Requirements for Airport Design
150/5335-5C	Standardized Method of Reporting Airport Pavement Strength - PCN
150/5340-1L	Standards for Airport Markings
150/5340-5D	Segmented Circle Airport Marker System
150/5340-18F	Standards for Airport Sign Systems
150/5340-26C	Maintenance of Airport Visual Aid Facilities
150/5340-30H	Design and Installation Details for Airport Visual Aids
150/5345-3G	Specification for L-821, Panels for the Control of Airport Lighting
150/5345-5B	Circuit Selector Switch
150/5345-7F	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10H	Specification for Constant Current Regulators and Regulator Monitors
150/5345-12F	Specification for Airport and Heliport Beacons
150/5345-13B	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26D	FAA Specification For L-823 Plug and Receptacle, Cable Connectors
150/5345-27E	Specification for Wind Cone Assemblies
150/5345-28G	Precision Approach Path Indicator (PAPI) Systems
150/5345-39D	Specification for L-853, Runway and Taxiway Retro reflective Markers
150/5345-42H	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories
150/5345-43G	Specification for Obstruction Lighting Equipment
150/5345-44K	Specification for Runway and Taxiway Signs
150/5345-45C	Low-Impact Resistant (LIR) Structures
150/5345-46D	Specification for Runway and Taxiway Light Fixtures

NUMBER	TITLE
150/5345-47C	Specification for Series to Series Isolation Transformers for Airport Lighting Systems
150/5345-49C	Specification L-854, Radio Control Equipment
150/5345-50B	Specification for Portable Runway and Taxiway Lights
150/5345-51B	Specification for Discharge-Type Flashing Light Equipment
150/5345-52A	Generic Visual Glideslope Indicators (GVGI)
150/5345-53D	Airport Lighting Equipment Certification Program
150/5345-54B	Specification for L-884, Power and Control Unit for Land and Hold Short Lighting Systems
150/5345-55A	Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure
150/5345-56B	Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS)
150/5360-12F	Airport Signing and Graphics
150/5360-13 Change 1	Planning and Design Guidelines for Airport Terminal Facilities
150/5360-14	Access to Airports By Individuals With Disabilities
150/5370-2F	Operational Safety on Airports During Construction
150/5370-10G	Standards for Specifying Construction of Airports
150/5370-11B	Use of Nondestructive Testing in the Evaluation of Airport Pavements
150/5370-13A	Off-Peak Construction of Airport Pavements Using Hot-Mix Asphalt
150/5370-15B	Airside Applications for Artificial Turf
150/5370-16	Rapid Construction of Rigid (Portland Cement Concrete) Airfield Pavements
150/5370-17	Airside Use of Heated Pavement Systems
150/5380-6C	Guidelines and Procedures for Maintenance of Airport Pavements
150/5380-9	Guidelines and Procedures for Measuring Airfield Pavement Roughness
150/5390-2C	Heliport Design

NUMBER	TITLE
150/5395-1A	Seaplane Bases

THE FOLLOWING ADDITIONAL APPLY TO AIP PROJECTS ONLY

Updated: 12/31/2015

NUMBER	TITLE
150/5100-14E, Change 1	Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5100-17, Changes 1 - 6	Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects
150/5300-15A	Use of Value Engineering for Engineering Design of Airports Grant Projects
150/5320-17A	Airfield Pavement Surface Evaluation and Rating (PASER) Manuals
150/5370-12B	Quality Control of Construction for Airport Grant Projects
150/5380-6C	Guidelines and Procedures for Maintenance of Airport Pavements
150/5380-7B	Airport Pavement Management Program
150/5380-9	Guidelines and Procedures for Measuring Airfield Pavement Roughness

Construction Project Final Acceptance Airport Improvement Program Sponsor Certification

Sponsor:	Grand Junction Regional Airport Authority
Airport:	Grand Junction Regional Airport
Project Number:	# 3-08-0027-056-2017
Description of Work:	Replacement Runway 11/29 Design Phase 2

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). X Yes No NA
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.		onsor has taken or will take appropriate corrective action for any test result outside of owable tolerances (AC 150/5370-12).		
	\boxtimes	Yes No N/A		
5.		y reduction factors required by the specifications were applied or will be applied in computing all payments with a summary made available to the FAA (AC 150/5370-10).		
	\boxtimes	Yes No N/A		
6.		onsor has notified, or will promptly notify the Federal Aviation Administration (FAA) of the owing 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)		
	\boxtimes	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.		yments to the contractor were or will be made in conformance with federal requirements and ntract 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).		
	\boxtimes	Yes No N/A		
9.		inal project inspection was or will be conducted with representatives of the sponsor and the htractor 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);		
	\boxtimes	Yes No N/A		

 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). 			
 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:			
 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 (Oder 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 thisday of			
Name of Sponsor: Grand Junction Regional Airport Authority			
Name of Sponsor's Authorized Official: Steve Wood			
Title of Sponsor's Authorized Official: Board Chairman			
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.			

Drug-Free Workplace Airport Improvement Program Sponsor Certification

Sponsor:

Grand Junction Regional Airport Authority

Airport:

Grand Junction Regional Airport

Project Number:

3-08-0027-056-2017

Description of Work:

Replacement Runway 11/29 Design Phase 2

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
	 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.
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:
	 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
	 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, of 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 throug 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):
N	ocation 1 ame of Location: ddress: 125 East Center Street Moab, UT 84532
N	ocation 2 (if applicable) ame of Location: ddress:
	ocation 3 (if applicable) ame of Location:

-	-	_				
Λ.	Al.	dr	^	~	_	
\sim	ш	ш	~	.~	~	

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 day of
Name of Sponsor: Grand Junction Regional Airport Authority
Name of Sponsor's Authorized Official: Steve Wood
Title of Sponsor's Authorized Official: Board Chairman
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:

Grand Junction Regional Airport Authority

Airport:

Grand Junction Regional Airport

Project Number:

3-08-0027-056-2017

Description of Work:

Replacement Runway 11/29 Design Phase 2

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 NA
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.	with th	ors that are required to have a Disadvantage Business Enterprise (DBE) program on file e FAA have included or will include clauses required by Title VI of the Civil Rights Act and R part 26 for Disadvantaged Business Enterprises in all contracts and subcontracts.
	⊠ Yes	s □ No □ N/A
4.		ors required to have a DBE program on file with the FAA have implemented or will nent 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)).
	⊠ Ye	s No N/A
5.		or procurement actions using the competitive sealed bid method (2 CFR § 200.320(c)). 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.	(2 CFR	ojects the Sponsor proposes to use the competitive proposal procurement method § 200.320(d)), Sponsor has requested or will request FAA approval prior to proceeding 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.	the cur	nstruction and equipment installation projects, the bid solicitation includes or will include rent federal wage rate schedule(s) for the appropriate type of work classifications (2 CFR 10, 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	
Ś	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)) 	
1	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	
1	All construction and equipment installation contracts exceeding \$3,000 contain or will contain a contract provision that discourages distracted driving (E.O. 13513).	
1	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; 	
	 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). 	

checkin awarde	racts and subcontracts exceeding \$25,000: Measures are in place or will be in place (e.g. og the System for Award Management) that ensure contracts and subcontracts are not d to individuals or firms suspended, debarred, or excluded from participating in federally d projects (2 CFR parts 180 and 1200).
⊠ Yes	□ No □ N/A
	cts exceeding the simplified acquisition threshold (currently \$150,000) include or will 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 of 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 documer	ntation clarifying any above item marked with "no" response.
Sponsor's Cert	tification
E	project identified herein, responses to the forgoing items are accurate as marked and mentation for any item marked "no" is correct and complete.
Executed on this	s day of
Name of Sp	onsor: Grand Junction Regional Airport Authority
Name of Sp	onsor's Authorized Official: Steve Wood
Title of Spor	nsor's Authorized Official: Board Chairman
Signature of Sp	ponsor's Authorized Official:
willfully providing	penalty of perjury that the foregoing is true and correct. I understand that knowingly and g false information to the federal government is a violation of 18 USC § 1001 (False d could subject me to fines, imprisonment, or both.

Project Plans and Specifications Airport Improvement Program Sponsor Certification

Sponsor: Grand Junction Regional Airport Authority

Airport: Grand Junction Regional Airport

Project Number: # 3-08-0027-056-2017

Description of Work: Replacement Runway 11/29 Design Phase 2

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.		*	nd features that are ineligible or unallowable for AIP funding have been or will be e plans and specifications (FAA Order 5100.38, par. 3-43).
	⊠ Yes	☐ No	□ N/A
5.	unless		n does not use or will not use "brand name" or equal to convey requirements requests and receives approval from the FAA to use brand name (FAA Order U-5).
	⊠Yes	☐ No	□ N/A
6.	-		n does not impose or will not impose geographical preference in their quirements (2 CFR §200.319(b) and FAA Order 5100.38, Table U-5).
	Yes	☐ No	□ N/A
7.	qualifie	d source	ualified lists of individuals, firms or products include or will include sufficient s that ensure open and free competition and that does not preclude potential alifying during the solicitation period (2 CFR §319(d)).
	⊠ Yes	☐ No	□ N/A
8.			h bid alternates include or will include explicit information that establish a basis for ct that is free of arbitrary decisions by the sponsor (2 CFR § 200.319(a)(7)).
	⊠ Yes	☐ No	□ N/A
9.			as or will be obtained from the FAA if Sponsor incorporates a value engineering contract (FAA Order 5100.38, par. 3-57).
	⊠ Yes	☐ No	□ N/A
10.	,		pecifications incorporate or will incorporate applicable requirements and ns set forth in the federally approved environmental finding (49 USC §47106(c)).
	⊠ Yes	☐ No	□ N/A
11.		_	I buildings comply or will comply with the seismic design requirements of 49 CFR Order 5100.38d, par. 3-92)
	☐ Yes	☐ No	⊠ N/A
12.	•		cification include or will include process control and acceptance tests required for sper the applicable standard:
	a.	Constru	ction and installation as contained in Advisory Circular (AC) 150/5370-10.
			□ No □ N/A
	b.	Snow R	emoval Equipment as contained in AC 150/5220-20.
		⊠ Yes	□ No □ N/A
	C.	Aircraft I	Rescue and Fire Fighting (ARFF) vehicles as contained in AC 150/5220-10.
		⊠ Yes	□ No □ N/A

13. For cor	struction 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).		
	□ No □ N/A	
Attach documentation clarifying any above item marked with "no" response.		
Sponsor's Cer	tification	
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 day of		
Name of Sp	onsor: Grand Junction Regional Airport Authority	
Name of Sp	onsor's Authorized Official: Steve Wood	
Title of Spo	nsor's Authorized Official: Board Chairman	
Signature of Sp	ponsor's Authorized Official:	
willfully providing	penalty of perjury that the foregoing is true and correct. I understand that knowingly and g false information to the federal government is a violation of 18 USC § 1001 (False d could subject me to fines, imprisonment, or both.	

Real Property Acquisition Airport Improvement Program Sponsor Certification

Sponsor: Grand Junction Regional Airport Authority

Airport: Grand Junction Regional Airport

Project Number: # 3-08-0027-056-2017

Description of Work: Replacement Runway 11/29 Design Phase 2

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			
	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:
	 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 day of,
Name of Sponsor: Grand Junction Regional Airport Authority
Name of Sponsor's Authorized Official: Steve Wood
Title of Sponsor's Authorized Official: Board Chairman
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: Grand Junction Regional Airport Authority

Airport: Grand Junction Regional Airport

Project Number: # 3-08-0027-056-2017

Description of Work: Replacement Runway 11/29 Design Phase 2

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).
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.	Sponso	or 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)).		
		□ No □ N/A		
6.		or has based or will base selection on qualifications, experience, and disadvantaged as enterprise participation with price not being a selection factor (2 CFR § 200.320(d)).		
		□ No □ N/A		
7.	individu	or has verified or will verify that agreements exceeding \$25,000 are not awarded to also or firms suspended, debarred or otherwise excluded from participating in federally d projects (2 CFR §180.300).		
		□ 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).		
		□ No □ N/A		
9.	•	or has negotiated or will negotiate a fair and reasonable fee with the firm they select as ualified for the services identified in the RFQ (2 CFR § 200.323).		
	Yes	□ No □ N/A		
10.	-	onsor's contract identifies or will identify costs associated with ineligible work separately sts associated with eligible work (2 CFR § 200.302).		
	Yes	□ No □ N/A		
11.		r has prepared or will prepare a record of negotiations detailing the history of the ment action, rationale for contract type and basis for contract fees (2 CFR §200.318(i)).		
	Yes	□ No □ N/A		
12.	•	r has incorporated or will incorporate mandatory contact provisions in the consultant t for AIP-assisted work (49 U.S.C. Chapter 471 and 2 CFR part 200 Appendix II)		
	Yes	□ No □ N/A		
13.		tracts that apply a time-and-material payment provision (also known as hourly rates, 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		

 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 day of		
Name of Sponsor: Grand Junction Regional Airport Authority		
Name of Sponsor's Authorized Official: Steve Wood		
Title of Sponsor's Authorized Official: Board Chairman		
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.		

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

Sponsor:

Grand Junction Regional Airport Authority

Airport:

Grand Junction Regional Airport

Project Number:

3-08-0027-056-2017

Description of Work:

Replacement Runway 11/29 Design Phase 2

Application

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

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

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

Certification Statements

rum	cation Statements
1.	The sponsor or sub-recipient maintains a written standards of conduct governing conflict of interest and the performance of their employees engaged in the award and administration of contracts (2 CFR § 200.318(c)). To the extent permitted by state or local law or regulations, such standards of conduct provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the sponsor's and sub-recipient's officers, employees, or agents, or by contractors or their agents.
	⊠ Yes □ No
2.	The sponsor's or sub-recipient's officers, employees or agents have not and will not solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements (2 CFR § 200.318(c)).

Yes □ No		
Attach documentation clarifying any above item marked with "no" response.		
Sponsor's Certification		
I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have the explanation for any item marked "no" is correct and complete.		
Executed on this day of,,		
Name of Sponsor: Grand Junction Regional Airport Authority		
Name of Sponsor's Authorized Official: Steve Wood		
Title of Sponsor's Authorized Official: Board Chairman		
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.		

3. The sponsor or sub-recipient certifies that is has disclosed and will disclose to the FAA any

known potential conflict of interest (2 CFR § 1200.112).

STANDARD DOT TITLE VI ASSURANCES

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

- 1. Each "program" and "facility" (as defined in Section 21.23(a) and 21.23(b)) will be conducted or operated in compliance with all requirements of the Regulations.
- 2. It will insert the clauses of Attachment 1 of this assurance in every contract subject to the Act and the Regulations.
- 3. Where Federal financial assistance is received to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
- 4. Where Federal financial assistance is in the form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.
- 5. It will include the appropriate clauses set forth in Attachment 2 of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Sponsor with other parties:
- (a) for the subsequent transfer of real property acquired or improved with Federal financial assistance under this project; and
- (b) for the construction or use of or access to space on, over, or under real property acquired or improved with Federal financial assistance under this Project.
- 6. This assurance obligates the Sponsor for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Sponsor or any transferee for the longer of the following periods:
- (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - (b) the period during which the Sponsor retains ownership or possession of the property.
- 7. It will provide for such methods of administration for the program as are found by the Secretary of transportation of the official to whom he delegates specific authority to give reasonable guarantees that it, other sponsors, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the act, the Regulations, and this assurance.

STANDARD DOT TITLE VI ASSURANCES (Continued)

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

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

DATED	
	Grand Junction Regional Airport Authority (Sponsor)
	(Signature of Authorized Official)
3	
	Page 2 of 2

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. <u>Compliance with Regulations</u>. 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. <u>Nondiscrimination</u>. 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 of 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. <u>Solicitations for Subcontracts, Including Procurements of Materials and Equipment.</u> 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 lease 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. <u>Information and Reports</u>. 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 contract 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. <u>Sanctions for Noncompliance</u>. 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. <u>Incorporation of Provisions</u>. 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 interest 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, 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.
- 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: (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, 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.

REQUIRED STATEMENTS AIRPORT IMPROVEMENT PROGRAM PROJECTS

AIRP	OR'	T: Grand Junction Regional Airport
LOCA	ATIO	ON: Grand Junction, Colorado
AIP P	RO	JECT NO.: 3-08-0027-056-2017
STAT	EM	ENTS APPLICABLE TO THIS PROJECT
\boxtimes	a.	INTEREST OF NEIGHBORING COMMUNITIES: In formulating this project, consideration has been given to the interest of communities that are near Grand Junction Regional Airport.
☐ i	b.	THE DEVELOPMENT PROPOSED IN THIS PROJECT will not require the use of publicly owned land from a public park, recreation area, wildlife and fowl refuge, or a historical site under Federal, State, or Local jurisdiction.
		The project proposed in this development will require a transfer of approximately 180 acres from BLM land designated as section 4(f). A comprehensive Environmental Assessment is currently underway and is expected to result in a Finding of No Significant Impact.
× (C.	FBO COORDINATION : The airport development proposed in this project has been coordinated with the Fixed Base Operator(s) utilizing <u>Grand Junction Regional Airport</u> , and they have been informed regarding the scope and nature of this project.
× (J.	THE PROPOSED PROJECT IS CONSISTENT with existing approved plans for the area surrounding the airport.
		e statements have been duly considered and are applicable to this project. (Provide comment for any t not checked).
		BY: DATE:
		TITLE: Board Chairman
SPO	NS	ORING AGENCY: Grand Junction Regional Airport Authority
		nere opposition is stated to an airport development project, whether expressly or by proposed revision, the specific information concerning the opposition to the project must be furnished.
a.	Ide	ntification of the Federal, state, or local governmental agency, or the person or persons opposing the project;
b.	The	e nature and basis of opposition;
C.	Spo	onsor's plan to accommodate or otherwise satisfy the opposition;
	as t	ether an opportunity for a hearing was afforded, and if a hearing was held, an analysis of the facts developed at the hearing they relate to the social, economic, and environmental aspects of the proposed project and its consistency with the goals and ectives of such urban planning as has been carried out by the community.
e.	If th	e opponents proposed any alternatives, what these alternatives were and the reason for nonacceptance;
f.	Spc	onsor's plans, if any, to minimize any adverse effects of the project;
g.	Ben	nefits to be gained by the proposed development; and

Any other pertinent information which would be of assistance in determining whether to proceed with the project.

h.

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

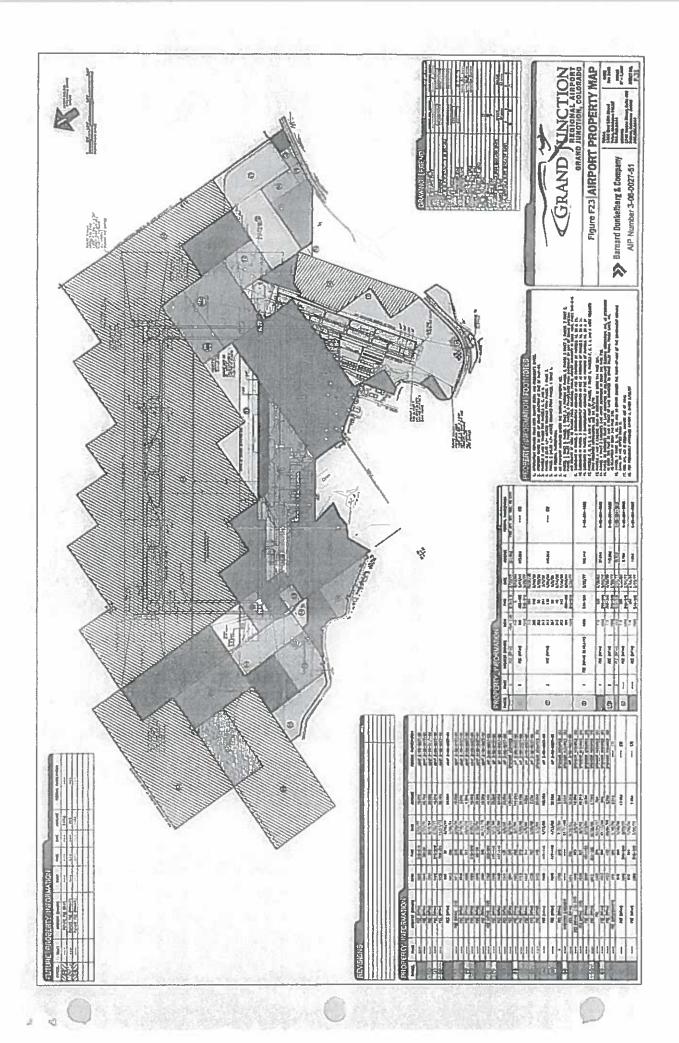
This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to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

Data

0.900		
	Sponsor's Authorized Representative	
Title	Board Chairman	· · · · · · · · · · · · · · · · · · ·

Signed

	=	TITLE VI PRE-AWARD SPONSOR CHECKLIST
Air	port/Sponsor:	Grand Junction Regional Airport
AIF	P#:	3-08-0027-056-2017
Pro	pject Description(s):	Replacement Runway 11/29 Design Phase 2
1)	and the conclusions mad	e following IF they apply to your project: Title VI issues raised at public hearing(s) e; EIS data concerning the race, color, or national origin of the affected or proposed to guard against unnecessary impact on persons on the basis of gin.
2)	sponsor. Include a sumn	ated Title VI lawsuits or complaints filed in the preceding year against the nary of the findings. atinue with questions 3 and 4).
3)	Please list any current ap exceed the amount for the None	plications for federal funding (other than FAA) of airport related projects which is grant.
4)		ated Title VI compliance review(s) received by the sponsor in the preceding two ucted the review and any findings of noncompliance.
		To be completed by the Civil Rights Staff
Rev	view completed and appro	ved: Signature
Dat	e:	
Sta to a	tement (EIS); airport or runv	or projects that involve one of the following: Environmental Assessment or Impact vay relocation; major runway extension; relocation of any structure of person; or impact value burial ceremonial or other sacred or historical structures or lands of any indigenous or
	urn to: FAA, Civil Rights, No -1009 Phone (425) 227-2009	orthwest Mountain Region; 1601 Lind Ave. SW; Renton, WA 98057-3356. FAX: (425)



Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	Jet Bridge Modification	n - Gate 3	
PURPOSE:	Information	Guidance □	Decision ⊠
RECOMMENDATION:	Staff recommends that Ameribridge for \$63,17		award of the work to
LAST ACTION:	None		
DISCUSSION:	Staff has solicited quote Gate 3 to allow the brid body type aircraft. Alle that they intend to start service in and out of Gato be able to accommod existing jet bridges will accommodate the large. The repair will have ve Staff received one respedeclining the opportunity of the staff received one quote t	Ige to serve larger aircragiant Airlines has annousing the Airbus A-319. IT as early as June 1, 20 late this type of service require some type of nor aircraft. Ty little to no impact on the type of the type of typ	aft, specifically narrow unced to the Airport of for portions of their 017. In order for GJT, at least one of the nodification to
FISCAL IMPACT:	\$63,177.46		
COMMUNICATION STRATEGY:	None.		
ATTACHMENTS:	Proposal from Ameribr to provide a proposal	idge, and email from JE	BT AeroTech declining
STAFFCONTACT:	Eric Trinklein		

Eric Trinklein

From:

Larson, Dan < Dan.Larson@JBTC.COM>

Sent:

Monday, December 5, 2016 8:31 AM

To:

Eric Trinklein

Subject:

RE: GJT| RFP for Jet Bridge Modification

Hi Eric,

Thank you for that detailed information.

Based upon the make and model of the bridge, we will not be providing a proposal.

Regards,

Dan

Dan Larson
Regional Aftermarket Sales Manager
Mobile #801-940-1815
Dan.Larson@ibtc.com

JBT Corporation
JBT AeroTech, Jetway Systems

1805 West 2550 South Logdon LTLL®

1805 West 2550 South | Ogden, UT | 84401 USA

P: 801 627 6600 | F: 801 629 3473

www.jbtaerotech.com



"Making your old bridges new again."

REFURBISHMENT SERVICES FROM JBT



From: Eric Trinklein [mailto:etrinklein@gjairport.com]

Sent: Monday, December 05, 2016 7:47 AM

To: Larson, Dan

Subject: RE: GJT| RFP for Jet Bridge Modification

Addendum is attached an is available at the following:

http://www.gjairport.com/press/39.html

From: Larson, Dan [mailto:Dan.Larson@JBTC.COM]

Sent: Thursday, December 1, 2016 8:59 AM
To: Eric Trinklein < etrinklein@gjairport.com >
Subject: FW: GJT | RFP for Jet Bridge Modification

Eric,

We are unable to open the link concerning the project and where to send questions by 12/2.

Please assist.

Thank you,

Dan

Dan Larson

Regional Aftermarket Sales Manager

Mobile #801-940-1815

Dan Larson@jbtc.com

JBT Corporation

1805 West 2550 South | Ogden, UT | 84401 USA

P: 801 627 6600 | F: 801 629 3473

www.jbtaerotech.com



"Making your old bridges new again."

REFURBISHMENT SERVICES FROM JBT



From: Larson, Dan

Sent: Monday, November 28, 2016 6:09 AM

To: 'Eric Trinklein'

Subject: RE: GJT| RFP for Jet Bridge Modification

Hello Eric,

We would be interested in the project, but need details first:

- Make, model and serial number of the Jet Bridge.
- PDF of the ramp layout, including elevations, lead-in line and park spot.

With this information, we will make the decision to move forward with a bid.

Regards,

Dan

Dan Larson

Regional Aftermarket Sales Manager

Mobile #801-940-1815

Dan.Larson@jbtc.com

JBT Corporation

JBT AeroTech, Jetway Systems®

1805 West 2550 South | Ogden, UT | 84401 USA

P: 801 627 6600 | F: 801 629 3473

www.jbtaerotech.com



"Making your old bridges new again."

REFURBISHMENT SERVICES FROM JBT



From: Eric Trinklein [mailto:etrinklein@gjairport.com]
Sent: Wednesday, November 23, 2016 4:26 PM

To: Larson, Dan

Subject: GJT| RFP for Jet Bridge Modification

Dan,

Attached is a request for proposal to modify an existing jet bridge at the Grand Junction Regional Airport. Please review and let me know whether you would be interested in this project.

Thank you for your consideration.

Eric Trinklein, P.E. | Airport Project Manager | Office: 970-244-9100 | Direct: 970-248-8597 | etrinklein@gjairport.com | www.gjairport.com



2016 Jet Bridge Modification Project



Submitted by:



December 7, 2016



Phone: (317) 826-2000; Fax: (317) 826-2005

December 6, 2016

Mr. Eric Trinklein, P.E. Grand Junction Regional Airport 2828 Walker Field Drive Grand Junction, CO 81546

Re: 2016 Jet Bridge Modification Project

Dear Eric:

Ameribridge respectfully submits the following qualifications for the Grand Junction Regional Airport 2016 Jet Bridge Modification project.

With over a quarter-century of dedicated service in the industry, Ameribridge has positioned itself as the best choice for support and service as a prime turnkey Passenger Boarding Bridge (PBB) contractor. With the 2012 acquisition of all "Dewbridge" intellectual property from DEW Engineering, Ameribridge became the only provider of full parts support and maintenance service for all Dewbridge Radial and Apron Drive units installed across the United States and Canada.

Ameribridge is the only provider of DEW parts and service, and the most qualified firm to modify DEW equipment. We have completed lift column replacements on other DEW PBB's for airports such as Minneapolis International, Columbus International and LaCrosse Regional. Selecting Ameribridge for this project will ensure the new long range lift column assembly on your DEW jet bridge will be done efficiently and properly by the most qualified and only DEW service provider, and at the lowest cost.

Ameribridge's Field Maintenance Manager, Emroy Menk worked for DEW Engineering in 2004 when Grand Junction initially purchased your 2 DEW Radial Drive Passenger Boarding Bridges. When Ameribridge acquired DEW Engineering in 2012, Emroy came to work for Ameribridge and he has maintained GJT's bridges on a yearly basis since their original installation. Additionally, Emroy has consistently assisted GJT airport personnel who have called upon him to trouble shoot issues, maintenance and repairs with your bridges. No one knows your DEW PBB's better than Emroy. Emroy will lead the modification process to replace the lift columns for Gate 3 for Grand Junction Regional Airport.

Ameribridge guarantees the proposal cost provided in this RFP to be binding and valid for a period of 90 days following the proposal date. This proposal will become part of our contract should our firm be chosen as the successful bidding contractor.

We greatly appreciate the opportunity to submit our qualifications, and would be honored to have the opportunity to serve Grand Junction Regional Airport. If you have any questions, please don't hesitate to contact me.

Sincerely,

Dustin Sloan Vice President Ameribridge

5425 Poindexter Drive, Indianapolis, IN 46235 Email: dustin.sloan@ameribridgeinc.com

Phone: (317)826-2000 Ext. 102

Similar Project Experience





Similar Project Experience

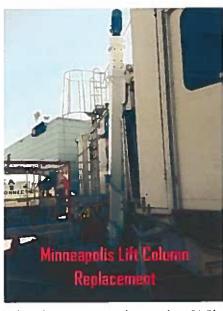
Ameribridge is a prime, turnkey contractor for the rehabilitation, repair, modification, installation, relocation, and sale of Passenger Boarding Bridges (PBB), including parts for any make and model, including preventative maintenance services. Originally incorporated as American Steel Builders, Inc. in 1982, we began work as Ameribridge in 1988 and have worked for 28 years to establish a reputation as the industry's premier aftermarket Passenger Boarding Bridge full service provider.

Whether directly on an airport apron, in an airport hangar, at a nearby storage facility, or at our environmentally controlled facility in Indianapolis, Ameribridge has been performing modifications, repairs, partial refurbishments, component installations, and full refurbishments on Passenger Boarding Bridges from coast to coast for decades. By combining our experienced staff of well-trained bridge technicians, with our commitment to using only the highest quality replacement parts, Ameribridge provides products that are durable, aesthetically pleasing, and extend the life of your initial investments. Our years of experience in repairs, modifications and refurbishment have led to the creation of a series of processes and procedures used to identify and address the most important parts and components of each bridge that we refurbish.

The average useful life of a PBB can be 30-40 years dependent on care and maintenance. Partial repairs, modifications, and

refurbishments Ameribridge has completed include replacement of lift columns, control consoles, PLC's, wiring, canopies, wheel bogies, bumpers, motors, auto-levelers, Preconditioned Air and Ground Power Units, limit switches, lighting, flooring and wall panels.

A sampling of our similar lift column replacement projects is provided on the following pages.

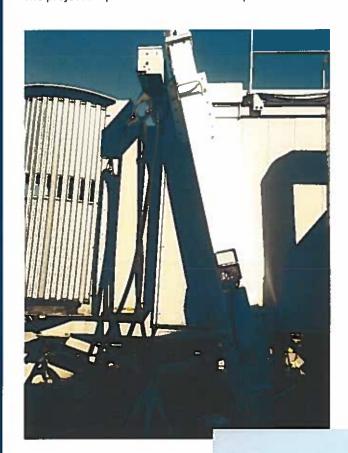




Minneapolis International Airport

Minneapolis, MN

The project scope included lift column replacement on 5 DEW Passenger Boarding Bridges.





Mary Lynn Peterson, President CM Construction Company, Inc. #(952)895-8223

\$650,000

PROJECT DURATION:

October 2015 - June 2016



AIRPORT CONTACT:

Matt Langel #(740) 964-4779

EEST

Original Contract: \$ 410,479.00 Final Contract Amount: \$2,827,568.00

CONTRACT COMPLETION:

August 2016

PROJECT DURATION:

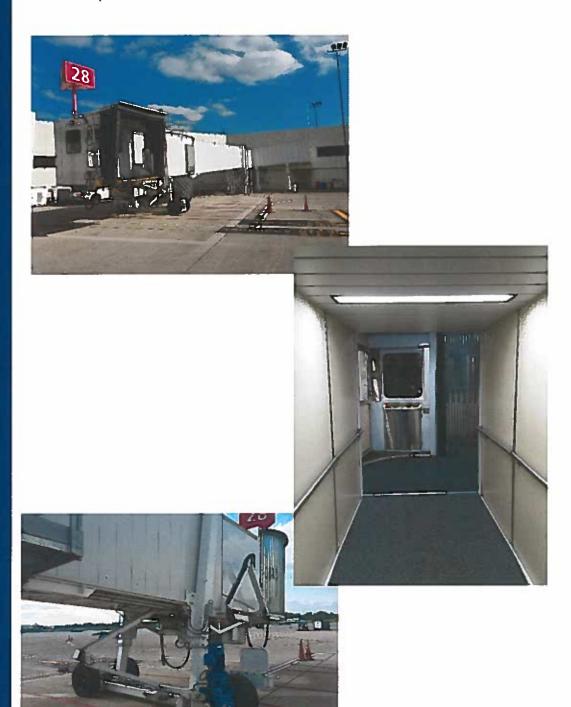
August 2011 to August 2016

John Glenn Columbus International Airport

Columbus, DH

The project scope varied from supplying refurbished Passenger Boarding Bridges to new Radial Drive bridges, ball screw replacement, lift column replacement, bridge relocation, ADA compliance inspections, and manufacturing of new walkways.

Our contract was extended from 3 years to 5 years due to performance and quality workmanship.





GENERAL CONTRACTOR CONTACT:

Howard Immel, Inc. Phil Voss #(920) 468-8208

UIST

Original Contract: \$674,098

CONTRACT COMPLETION:

August 2016

LaCrosse Regional Airport

LaCrosse, WI

The project scope varied from supplying refurbished Passenger Boarding Bridges to new Radial Drive bridges, ball screw replacement, lift column replacement, bridge relocation, ADA compliance inspections, and manufacturing of new walkways.

Our contract was extended from 3 years to 5 years due to performance and quality workmanship.





Proposed Personnel





Proposed Personnel

Ameribridge maintains a staff of full-time Project Managers with ten to twenty years of project management experience at Ameribridge. Brad Darland will serve as the Project Manager/Field Operations Manager assigned to the Grand Junction 2016 Jet Bridge Modification project. Brad has over 14 years experience with Ameribridge, and is well versed in DEW bridge projects. Brad is familiar with lift column replacement, and is very qualified to oversee successful completion of this project.

Ameribridge maintains a staff of six Field Supervisors, each with many years of experience in the Passenger Boarding Bridge Industry. Emroy "Chicago" Menk will be the on-site supervisor performing most of the work for this project, along with his field crew. Chicago previously worked for DEW Engineering prior to Ameribridge acquiring DEW in 2012. He is the most educated person currently in the PBB industry when it comes to DEW PBB equipment. Chicago has also maintained GJT's bridges on a yearly basis since their original installation and has consistently assisted GJT airport personnel who have called upon him to trouble shoot issues, maintenance and repairs with your bridges.

Ameribridge maintains a full-time Technical Support Specialist who, at present has twelve years of industry experience, and a full-time Refurbishment Manager who is responsible for specification compliance, build quality control, and overall performance. Ameribridge also maintains a full time Professional Engineer on staff, who is extremely well versed in DEW PBB's with over 28 years of PBB industry experience.

Our team is built to provide the best possible level of supervision and accountability at every phase of the project. We are designed to and routinely serve as



installation crews for major PBB manufacturers, and manage all of our own in house installation projects.



EMPLOYMENT HISTORY:

Ameribridge

Field Operations Manager 2002 to Present

PBB operations manager over PBB refurbishment, maintenance, repairs, troubieshooting, installation and relocation. PBB refurbishment and installation of any make, model, or brand.

Bradley Darland

Field Operations Manager

Brad is a highly qualified project management professional with over fourteen years' experience for Ameribridge's fast paced high volume Passenger Boarding Bridge remanufacturing facility. Brad is proficient in every aspect of PBB's and has managed hundreds of airport projects across the U.S. From refurbishment, repairs, maintenance, and relocation and installation, he is proficient in every aspect of PBB's.

Brad has managed over 500 projects where he was involved in the entire project process from estimating, sale of products and negotiating with customers, writing of project specifications, defining and management of scope, warranty and cost management, to scheduling, installation, and field operations management. He has successfully managed field and shop projects from start to finish exceeding sales and budgeted expectations on a consistent basis.

Brad has managed PBB projects on bridges in excess of 30 years of age, to current new bridge installations. He consistently delivers with his knowledge, experience, and friendly demeanor. From complete dismantling of components and repairs, to installation of new materials and equipment. No matter what the situation is with a Passenger Boarding Bridge, Brad ensures Ameribridge provides the highest quality product and service to our clients.

A small sampling of Brad's PBB experience and expertise includes:

Minneapolis International Airport, MN – Lift column replacement on 5 DEW PBB's

SW Florida International Airport, FL – Maintenance & repairs, ball screw removal & installation, tunnel replacement, upgrades & training – 27 DEW PBB's

Rochester International Airport, NY – Multi-year phased refurbishment of airports 20 Passenger Boarding Bridges. 5 completed to date.

John Glenn Columbus International Airport — Refurbishment of DEW radial including lift column replacement, and JBT apron drive PBB's including five year maintenance contract. The project scope varied from supplying refurbished PBB's to new Radial Drive bridge, ball screw replacement, lift column replacement, bridge relocation, ADA compliance inspections, and manufacturing of new walkways.

Minneapolis International Airport, MN – Refurbishment of numerous DEW and JBT PBB's for several consecutive years including walkways

Louisville International Airport, KY – Refurbishment of 6 JBT apron drive PBB's

LaCrosse Regional Airport, Wi – Refurbishment of 2 DEW PBB's which included lift column replacement

Cleveland Hopkins International Airport, OH – Modifications to JBT and Thyssen Krupp PBB's



CERTIFICATION:

EMPLOYMENT HISTORY:

Ameribridge

Field Maintenance Manager 2013 to Present

PBB maintenance inspections, repairs, troubleshooting, PCA and GP Unit and PLC proficient, and PBB refurbishment and installation of any make, model, or brand PBB

Simco

Field Maintenance Manager 2012 to 2013

Preventative maintenance and emergency PBB services and repairs, installation and removal, parts ordering, and service call scheduling.

Aero Associates, Inc.

Passenger Boarding Bridge Manager – 2009 to 2012

Preventative PBB Maintenance inspections and emergency repair services, parts orders, bidding and billing.

DEW Engineering

Site Supervisor - 2001 to 2009

PBB Supervisor for installation of PBB's, responsible for all aspects of troubleshooting and repairs, installation, crew training, troubleshooting PCA & GP Units, and PLC controllers.

Nabholz Client Service

Production Manager 1992 to 2001

Set up design and pricing of remodels, crew scheduling, and material ordering.

Ceco Corp

Labor Foreman - 1979 to 1992

Labor crew management, scheduling, man power, materials, installations, safety and crew training.

Emroy "Chicago" Menk Field Maintenance Manager

Chicago has been providing maintenance, inspections, and repairs for Passenger Boarding Bridges for over 15 years. He is proficient in every aspect of PBB's for any make, model or brand. He has provided repairs, maintenance service, refurbishment, and installation services for more than 75 airports across the U.S. In particular, Chicago previously worked for DEW Engineering prior to Ameribridge acquiring DEW in 2012. He is the most educated person in the PBB industry when it comes to DEW PBB equipment. Chicago has also maintained GJT's bridges on a yearly basis since their original installation and has consistently assisted GJT airport personnel who have called upon him to trouble shoot issues, maintenance and repairs with your bridges. No one knows your DEW PBB's better than Emroy.

He has managed the maintenance requirements for bridges in excess of the 30 years old that are operating right next to new installs containing the latest programmable logic control. No matter what the situation is with a PBB, Chicago can find the fix and get it repaired right the first time. When it comes to responsiveness to emergency repairs, Chicago consistently delivers with his knowledge, experience, and friendly demeanor.

A sampling of Chicago's PBB experience includes: **Grand Junction Regional Airport, CO** – Installation of 2 DEW PBB's

Minneapolis International Airport, MN - Lift column replacement on 5 DEW PBB's

John Glenn Columbus International Airport – Refurbishment & lift column replacement of 1 DEW PBB

LaCrosse Regional Airport, WI – Refurbishment and installation of 2 DEW PBB's

Charlotte-Douglas International Airport, NC - Repairs & maintenance on 4 DEW PBB's

Denver International Airport, CO – Roller training, maintenance, repair of lift columns, gantry's and PLC's for 13 DEW PBB's

Minneapolis International Airport, MN - Maintenance & repairs for 19 DEW PBB's

Detroit International Airport, MI - Maintenance & repairs for 17 DEW PBB's

SW Florida International Airport, FL – Maintenance & repairs, ball screw removal & installation, tunnel replacement, upgrades & training for 27 DEW PBB's

Jacksonville International Airport, FL – DEW PBB installation

Ottawa Macdonald-Cartier International Airport, Canada – Repairs & Maintenance on 8 DEW PBB's

DEW PBB Installations, Emergency Repairs & Maintenance on 1-4 PBB's at:

,		
Denver, CO	Montreal, Canada	Louisville, KY
Traverse City, MI	Montgomery, AL	Marquette, MI
Fort Smith, AR	Bentonville, AR	Lake Charles, LA
Killeen, TX	Springfield, MO	Bismarck, ND
Aberdeen, SD	Shreveport, LA	Brunswick, GA
Joplin, MO	Toledo, OH	Saginaw, MI
Sault Saint Marie, MI	Vancouver, Canada	Rockford, IL
Rhinelander, WI	Elmira, NY	Akron, OH
Ithaca, NY	Binghamton, NY	Ft. Wayne, IN
Bloomington, IL	Elko, NV	Latrobe, PA
Charleston, WV	Wilmington, NC	Casper, WY

Project Approach & Understanding of Services





Project Approach and Understanding of Services

Ameribridge's Field Maintenance Manager, Emroy Menk worked for DEW Engineering in 2004 when Grand Junction initially purchased your 2 DEW Radial Drive Passenger Boarding Bridges. When Ameribridge acquired DEW Engineering in 2012, Emroy came to work for Ameribridge and he has maintained GJT's bridges on a yearly basis since their original installation. Additionally, Emroy has consistently assisted GJT airport personnel who have called upon him to trouble shoot issues, maintenance and repairs with your bridges. No one knows your DEW PBB's better than Emroy. Emroy will lead the modification process to replace the lift columns for Gate 3 for Grand Junction Regional Airport.

The DEW Passenger Boarding Bridge at Gate 3, Model #R48-R403 can currently only reach the maximum height of 121". With the new Airbus A319 air service you are receiving, the bridge lift columns can easily be replaced to increase the bridge height to service your carriers' aircraft mix. This modification will increase the door sill height to 135".

Ameribridge will exchange the lift columns, scissor arm, and wiring that will allow GJT to reach 11'-10" at mid extension. At full retract 11'-6", and at full extension 12'-2". All heights are to the top of the bumper from the ramp with the cab straight out, and at 1" to 12" on slope (American Disabilities Act Requirement). GJT will need 11'-6" for any A300 series aircraft. This lift column replacement fully complies with all applicable laws, regulations and building codes governing non-discrimination in public accommodations and commercial facilities, including without limitation, the



requirements of the Americans with Disabilities Act of 1990 and all regulations thereunder.

The DEW Radial Bridge is supported from beneath by dual structural lift columns affixed to the drive wheel gantry system and the pedestal located underneath the rotunda assembly. The only equipment required to complete this project includes a scissor lift and an extend reach truck.

The process to replace these lift columns includes:

- 1. Testing functions on the boarding bridge
- 2. Put boarding bridge on stand
- 3. Remove existing lift tubes
- 4. Reinstall new lift tubes
- 5. Test and set up boarding bridge
- 6. Site clean up

The time line to complete this lift column modification will be three days on site, and the lead time to order columns is 6 to 8 weeks after receiving notice to proceed.

Ameribridge will provide storage provisions for all materials and tools needed to complete the project. All mobilization, badging, delivery, labor, materials, services, tools, equipment, and any additional items that may be required. Additionally, Ameribridge will comply with all security regulations and requirements per all FAA/TSE guidelines, and obtain the proper security badging identification per Grand Junction Regional Airports instructions provided in Appendix A of the RFP documents.

Pricing & Warranty





5425 Poindexter Drive; Indianapolis, IN 46235 Phone: (317) 826-2000; Fax: (317) 826-2005

Terms: Net 30 Days

6-Dec-16

Quote #4534

Grand Junction Regional Airport Authority 2828 Walker Field Drive Grand Junction, CO 81506

Re: Gate 3 Lift Column Upgrade
Grand Junction Regional Airport (GJT)
Grand Junction, CO 81506

To Whom It May Concern:

We propose to provide materials, labor, tools, trucks and equipment to perform the following scope of work:

No.	Base Bid - Scope of Work	Qty	Unit Price	Sell Price
1	INSTALL NEW LONG RANGE LIFT COLUMN ASSEMBLY	1	\$ 4,864.79	\$ 4,864.79
2	PROVIDE NEW LONG RANGE LIFT COLUMN ASSEMBLY	2	\$ 20,264.75	\$ 40,529.50
3	MOBILIZATION/DEMOBILIZATION TO GJT	1	\$ 10,948.64	\$ 10,948.64
4	BADGING	1	\$ 1,335.53	\$ 1,335,53
5	ESTIMATED TAXES (if required)	1	\$ 4,412.40	\$ 4,412,40
6	PAYMENT & PERFORMANCE BOND (if required)	1	\$ 1,086.59	\$ 1,086.59
			Total	\$ 63,177.46

Warranty:_

1 year warranty

Assumptions:

Pricing assumes one mobilization. Pricing assumes "A" frame is available for Ameribridge's Field Technician's use.

Exclusions

Retainage; Permits; Surveying; Building electrical upgrades; Union labor; Bollards; Anything not specifically included

Quotation valid for 60 (sixty) days.

Sincerely, James Duchan Sales / Estimating

Office: (317) 826-2000 Ext. 108 Mobile: (317) 997-9130

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	2017 Budget - Reso	lution 2016-008	
PURPOSE:	Information 🛛	Guidance	Decision ⊠
RECOMMENDATION:	Staff recommends th	at the Board approve	the 2017 Budget.
LAST ACTION:	Columbia de la	-115 - 15-15	
DISCUSSION:	 Updated inforeduction of s\$1,530,000 to Reduced CIP to \$21,681,00 approximatel Added triann additional Al 	anticipated debt services \$1,508,000 from a total cost of ap 00, thereby reducing the \$1,650,000 to \$645, and exercise (FAA request)	2016 bonds, including a e payments for 2017 from oproximately \$29,200,000 ne local match from 000. uirement every 3 years), air show coordination and
FISCAL IMPACT:	See attached 2017 B	udget	
ATTACHMENTS:	2017 Budget		
STAFFCONTACT:	Ty Minnick tminnick@gjairport. 970-248-8593	com	

Grand Junction Regional Airport Authority

Agenda Item Summary

TOPIC:	2017 Board Meetin	g Dates	
PURPOSE:	Information 🗵	Guidance	Decision ⊠
RECOMMENDATION:	Staff requests that t	he Board approve the p	proposed calendar for 2017
LAST ACTION:	None	5	
DISCUSSION:	for the Board to con Board meetings are The 2017 proposed September) that req known staffing con dates for those two The Airport Board of for regularly schedu	set for the third Tuesda set for the third Tuesda schedule includes two uest a slightly different flicts and/or planned ac months are highlighted currently meets at 5:15 aled meetings. Unless of	months (March & date to accommodate tivities. The proposed
FISCAL IMPACT:	None		
ATTACHMENTS:	2017 Calendar		
STAFFCONTACT:	Kip Turner		

2017 Meeting Dates Grand Junction Regional Airport Authority

	JANUARY									
S	M	T	W	T	F	S				
	2	3	4	5	6	7				
8	9	10	11	12	13	14				
15	16	17	18	19	20	21				
22	23	24	25	26	27	28				
29	30	31								

FEBRUARY									
S	M	T	W	T	F	Ş			
			1	2	3	4			
5	6	7	8	9	10	11			
12	13	14	15	16	17	18			
19	20	21	22	23	24	25			
26	27	28							

	MARCH								
S	M	T	W	T	F	S			
			I	2	3	4			
5	6	7	8	9	10	11			
12	13	14	15		17	18			
19	20	21	22	23	24	25			
26	27	28	29	30	31				

APRIL									
S	M	T	W	T	F	S			
						1			
2	3	4	5	6	7	8			
9	10	11	12	13	14	15			
16	17	18	19	20	21	22			
23	24	25	26	27	28	29			
30									

	MAY								
S	MTWTFS								
1 2 3 4 5 6									
_7	8	9	10	11	12	13			
14	15	16	17	18	19	20			
21	22	23	24	25	26	27			
28	29	30	31						

	JUNE								
S	S M T W T F								
				1	2	3			
4	_5	6	7	8	9	10			
11	12	13	14	15	16	17			
18	19	20	21	22	23	24			
25	26	27	28	29	30				

JULY									
S	S M T W T F S								
1									
2	3	4	5	6	7	8			
9	10	11	12	13	14	15			
16	17	18	19	20	21	22			
23	24	25	26	27	28	29			
30	31								

AUGUST							
S	M	Т	W	T	F	S	
		_1	2	3	4	5	
6	7	8	9	10	11	12	
13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28	29	30	31			

	SEPTEMBER								
S	S M T W T F S								
					1	2			
3	4	5	6	7	8	9			
10	11	12	13	14	15	16			
17	18	19	20	21	22	23			
24	25	26	27	28	29	30			

	OCTOBER								
S	S M T W T F S								
	2	3	4	5	6	7			
8	9	10	11	12	13	14			
15	16	17	18	19	20	21			
22	23	24	25	26	27	28			
29	30	31				9			
		,							

	NOVEMBER							
S	S M T W T F							
			1	2	3	4		
5	6	7	8	9	10	11		
12	13	14	15	16	17	18		
19	20	21	22	23	24	25		
26	27	28	29	30				

DECEMBER								
S	M	T	W	T	F	S		
					1	2		
3	4	5	6	7	8	9		
10	11	12	13	14	15	16		
17	18	19	20	21	22	23		
24	25	26	27	28	29	30		
31								

Holiday

Board Meeting Dates

Grand Junction Regional Airport Authority

Agenda Item Summary Snow and Ice Control Plan and Winter Operations Update TOPIC: PURPOSE: Guidance Information 🖾 Decision N/A RECOMMENDATION: N/A LAST ACTION: Each year, in preparation for winter, the Airport staff reviews and updates DISCUSSION: the Snow and Ice Control Plan (SICP). Each year, Airport staff also holds meetings with stakeholders to review the plan, receive suggestions and talk about winter operations. On August 2, 2016, the FAA issued a National Part 139 CertAlert regarding SICP plan revisions. The FAA also extensively updated Advisory Circular 150/5200-30D, Airport Field Condition Assessment and Winter Operations Safety. These documents required the Airport to update the SICP incorporating the changes. While this AC did not change the methodology for snow removal operations, the AC did comprehensively change the reporting requirements of field conditions at the Airport via the Notice to Airmen (NOTAM) System. The FAA has approved the Airport's updated SICP and staff has received, and is continuously training to understand and implement the new system. Staff has also held numerous stakeholder meetings to discuss the changes to the SICP and winter operations at the Airport. N/A FISCAL IMPACT: The Airport has held multiple meetings with stakeholders to discuss winter COMMUNICATION operations and the SICP. STRATEGY: ATTACHMENTS: None STAFF CONTACT: Ben Johnson Airfield Operations Manager bjohnson@gjairport.com Office: (970) 248-8596



GRAND JUNCTION REGIONAL AIRPORT

MONTHLY ENGINEER UPDATE

Comments by: Chris Nocks, Armstrong Consultants, Inc.

Date: 6 December 2016

Capital Improvement Plan (FY 17)

Armstrong presented the proposed CIP update at the November airport authority meeting. Following the meeting final revisions were made to the plan and the Airport submitted the updated CIP ahead of the December 1 deadline.

Seal Coat and Remark (AIP 52)

Work was completed by Straight Stripe Painting out of St. George, Utah in July. The project was completed on-time and within the project budget. Work was completed entirely at night in a time window of 11:45pm until 5:45am in order to facilitate commercial traffic operations. Commercial operations were not impacted during this project. This project will help preserve the useful life of Runway 11/29 and Taxiway A. Currently the project is complete and the project is in the close out phase and information from this project will be incorporated into the final report along with the other AIP 52 projects.

Wind Cone, Segmented Circle, and Edge Lighting Modifications (AIP 52)

Work was completed by Pro Electrical Contractors from Cedaredge, Colorado in July. The project was completed on-time. Extra work was completed by the Contractor which was necessary to achieve a quality project. Funding for the additional work was available within the grant. Additional work was also provided to bury a cable located in the work area. This work was tracked separately, however, Pro Electric did not charge for this work. This work scope was required by a Part 139 inspection. The Segmented Circle/Wind Cone is now located outside the Taxiway Object Free area and complies with FAA requirements. Additionally, the taxiway lighting circuit on the Runway 4/22 intersection has been modified so that Taxiway and Runway lights no longer conflict. Currently the project is complete and the project is in the close out phase and information from this project will be incorporated into the final report along with the other AIP 52 projects. Over the course of the past few weeks, an issue has developed with the newly installed circuit selector switch and the Contractor is currently coordinating warranty work to correct the issue.

Connector Taxiway Mill and Overlay (AIP 52)

This work included removing and replacing some of the lowest rated pavement on GJT. This work removed the Foreign Object Debris (FOD) generating surface, and replaced it with a new surface meeting FAA requirements. Work was accomplished at night after the last commercial flight and prior to the first commercial flight in the morning. Impacts to the GJT daily operations were reduced by only allowing three connector closures at a time, without allowing adjacent connector closures.

Work was performed by Elam Construction out of Grand Junction, Colorado. The Project was completed substantially on November 2nd. However, cracking has developed around the thermoplastic markings that were installed as part of the project. Armstrong is currently working with Elam Construction and the Airport to resolve the issue. Once this issue is resolved, the information from this project will be incorporated into the final report along with the other AIP 52 projects and the grant will be closed out.

East Terminal Air Carrier Apron (AIP 54)

Bids were opened for this project on August 3 and Interstate Highway Construction out of Englewood, Colorado has been awarded the contract. The existing air carrier apron was constructed in 1982. The concrete has deteriorated due to alkali-silica reactivity (ASR) which is a significant source of foreign object debris (FOD). Construction work is anticipated to start in early spring 2017. The Contractor, Armstrong, and the Airport are currently working through modifications to the construction phasing plan to better accommodate the airline operations. In anticipation for the beginning of work, Armstrong will be reviewing materials and will receive project documentation from the contractor.

Runway 11/29 Relocation (Design Only) (AIP 55)

This project will construct a new Runway 11/29 637.5 feet to the north of the existing runway. This design effort will provide Geotechnical Evaluation, Topographical Survey, coordination with BLM, a Corp of Engineering Permit, and a preliminary engineering design layout of the entire project. Final design, construction plans, and bid documents will be prepared under future grants for each phase prior to the respective construction phase.

Final revisions to the scope of work have been made following FAA and Airport review, an independent fee estimate has been completed, and Armstrong has proposed fees for their work. The scope of work and fees are scheduled for approval at the December airport authority meeting.

Department of Energy Calibration Pad Maintenance (DOE Funding Only)

This project is completely funded by the DOE. This work will include cold milling of the existing concrete calibration pads utilized by the DOE on the leased area. As part of the work effort DOE will fund a mill and overlay of the asphalt pavement adjacent to the pads. The project is currently in the scoping phase between Armstrong and the DOE's contractor. Construction is anticipated to begin in June 2017. Armstrong will coordinate all work with Airport staff and facilitate FAA involvement as required.

Lease Boundary Maps

Armstrong updated the airport lease boundary maps and delivered the updated map files to the Airport on December 5, 2016.

Mead & Hunt has provided general on-call planning support to the Grand Junction Regional Airport over the past two months related to the revisions/update process for the Airport's Capital Impairment Program (CIP). This support has included assisting with CIP document revisions and cost estimates related to terminal projects. Support has also included attending one meeting at CDOT and participating in multiple conference calls and one Airport Board presentation. Mead & Hunt has also continued to work on the Terminal Area Plan Amendment project which is now approximately 80% complete. A Draft Report has been prepared and will be sent to airport staff for review and comment in December and the financial implementation analysis portion of the project is ongoing with substantial completion anticipated by the end of December.

Ryan E Hayes, C.M. | Aviation Services

Mead & Hunt | Direct: 303-597-0897 | Mobile: 303-888-1904