



U. S. Department of Transportation
Federal Aviation Administration

GRANT AGREEMENT

30711

Date of Offer: **June 19, 2008**
Project Number: AIP 3-06-0127-030

Recipient: City of Long Beach (Herein called "Sponsor")
Airport: Long Beach Airport

OFFER

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay, as the United States' share, ninety five percent (95%) of the allowable costs incurred in accomplishing the project consisting of the following:

"Rehabilitate Taxiway K, Phase 3."

as more particularly described in the Project Application dated May 16, 2008.

The maximum obligation of the United States payable under this Offer shall be \$7,697,409 for airport development, \$0 for noise program implementation, \$0 for land, and \$0 for planning.

This offer is made in accordance with and for the purpose of carrying out the provisions of Title 49, United States Code, herein called Title 49 U.S.C. Acceptance and execution of this offer shall comprise a Grant Agreement, as provided by Title 49 U.S.C., constituting the contractual obligations and rights of the United States and the Sponsor.

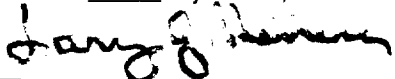

UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION


Brian Q. Armstrong
Manager, Los Angeles Airports District Office

ACCEPTANCE

The Sponsor agrees to accomplish the project in compliance with the terms and conditions contained herein, in the Project Application, and in the January 2007 "Terms and Conditions of Accepting Airport Improvement Program Grants" signed on April 17, 2008.

Executed this 19th day of June, 2008


Attest BY:  CITY CLERK
(Seal)

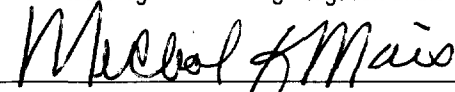

Signature of Sponsor's Designated Official Representative

Patrick H. West, City Manager

Typed Name and Title of Sponsor's Designated Official Representative

CERTIFICATE OF SPONSOR'S ATTORNEY

I, Michael T. Mais, acting as Attorney for the Sponsor do hereby certify: That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of California. Further, I have examined the foregoing Grant Agreement, and the actions taken by said Sponsor relating thereto, and find that the acceptance thereof by said Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and Title 49 U.S.C. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.


Signature of Sponsor's Attorney

Executed this 19th day of June, 2008

ATTACHMENT A: SPECIAL CONDITIONS

1. This offer shall expire and the United States shall not be obligated to pay any part of the costs of the project unless this offer has been accepted by the sponsor on or before June 20, 2008 or such subsequent date as may be prescribed in writing by the FAA.
2. The Sponsor agrees to perform the following:
 - a. Furnish a construction management program to FAA prior to the start of construction which shall detail the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program shall include as a minimum:
 - (1) The name of the person representing the sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract.
 - (2) Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided.
 - (3) Procedures for determining that testing laboratories meet the requirements of the American Society of Testing and Materials standards on laboratory evaluation, referenced in the contract specifications (D 3666, C 1077).
 - (4) Qualifications of engineering supervision and construction inspection personnel.
 - (5) A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test.
 - (6) Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, that the proper corrective actions, where necessary, are undertaken.
 - b. Submit at completion of the project, a final test and quality control report documenting the results of all tests performed, highlighting those tests that failed or did not meet the applicable test standard. The report shall include the pay reductions applied and reasons for accepting any out-of-tolerance material. An interim test and quality control report shall be submitted, if requested by the FAA.
 - c. Failure to provide a complete report as described in paragraph 2, or failure to perform such tests, shall, absent of any compelling justification, result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction shall be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the grant agreement.
 - d. The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that sponsor tests results are inaccurate.
3. Pavement Maintenance Management Program: For a project to replace or reconstruct pavement at the airport, the sponsor shall implement an effective pavement maintenance management program as is required by Airport Sponsor Assurance Number C-11. The sponsor shall use such program for the useful life of any pavement constructed, reconstructed, or repaired with Federal financial assistance at the airport. As a minimum, the program must conform to the provisions outlined below:

"Pavement Maintenance Management Program"

An effective pavement maintenance management program is one that details the procedures to be followed to assure that proper pavement maintenance, both preventative and repair, is performed. An airport sponsor may use any form of inspection program it deems appropriate. The program must, as a minimum, include the following:

- a. Pavement Inventory. The following must be depicted in an appropriate form and level of detail:
 - (1) Location of all runways, taxiways, and aprons
 - (2) Type of pavement
 - (3) Dimensions
 - (4) Year of construction or most recent major rehabilitation

Project Number: AIP 3-06-0127-030

For compliance with the Airport Improvement Program (AIP) assurances, pavements that have been constructed, reconstructed, or repaired with Federal financial assistance shall be so depicted.

b. Inspection Schedule.

- (1) Detailed Inspection. A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e. Pavement Condition Index (PCI) survey as set forth in Advisory Circular 150/5380-6, Guidelines and Procedures for Maintenance of Airport Pavements, the frequency of inspections may be extended to three (3) years.
- (2) Drive-By Inspection. A drive-by inspection must be performed a minimum of once per month to detect unexpected changes in the pavement condition.

c. Record Keeping. Complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The types of distress, their locations, and remedial action, scheduled or performed, must be documented. The minimum information to be recorded is listed below:


- (1) inspection date,
- (2) location,
- (3) distress types,
- (4) maintenance scheduled or performed.

For drive-by inspections, the date of inspection and any maintenance performed must be recorded.

d. Information Retrieval. An airport sponsor may use any form of record keeping it deems appropriate, so long as the information and records produced by the pavement survey can be retrieved to provide a report to the FAA as may be required.

e. Reference. Refer to Advisory Circular 150/5380-6, "Guidelines and Procedures for Maintenance of Airport Pavements," for specific guidelines and procedures for maintaining airport pavements and establishing an effective maintenance program. Specific types of distress, their probable causes, inspection guidelines, and recommended methods of repair are presented.

APPLICATION FOR
FEDERAL ASSISTANCE

| | | | |
|--|--|-------------------------------------|---|
| 1. TYPE OF SUBMISSION: | | 2. DATE SUBMITTED 5/16/08 | Applicant Identifier |
| Application <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction | Preapplication <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction | 3. DATE RECEIVED BY STATE | State Application Identifier |
| | | 4. DATE RECEIVED BY FEDERAL AGENCY | Federal Identifier  |

5. APPLICANT INFORMATION

| | | | |
|--|------------------------|--|------------------------------|
| Legal Name: City of Long Beach | | Organizational Unit: City | |
| | | Department: Airport | |
| Organizational DUNS: 178546263 | | Division: Administration | |
| Address: Street: 4100 Donald Douglas Drive | | Name and telephone number of person to be contacted on matters involving this application (give area code) | |
| | | Prefix: Ms. | First Name: Christine |
| City: Long Beach | | Middle Name: | |
| County: Los Angeles | | Last Name: Andersen | |
| State: CA | Zip Code: 90808 | Suffix: | |
| Country: USA | | Email: christine_andersen@longbeach.gov | |

6. EMPLOYER IDENTIFICATION NUMBER (EIN):

| | | |
|---|---|---|
|  | Phone number (give area code): 562-570-2605 | FAX number (give area code): 562-570-2601 |
|---|---|---|

8. TYPE OF APPLICATION:

☒ New ☐ Continuation ☐ Revision
If Revision, enter appropriate letter(s) in box(es):
(See back of form for description of letters)

Other (specify)

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER

| | | | | | |
|---|---|---|---|---|---|
| 2 | 0 | - | 1 | 2 | 6 |
|---|---|---|---|---|---|

TITLE:

12. AREAS AFFECTED BY PROJECT (cities, counties, states, etc.):

City of Long Beach, County of Los Angeles, State of California

13. PROPOSED PROJECT

| | |
|--------------------------------|---------------------------------|
| Start Date 6/30/2008 | Ending Date 9/30/2009 |
|--------------------------------|---------------------------------|

15. ESTIMATED FUNDING

| | | | |
|-------------------|----|-------------------|-----|
| a. Federal | \$ | 12,500,000 | .00 |
| b. Applicant | \$ | 625,000 | .00 |
| c. State | \$ | | .00 |
| d. Local | \$ | | .00 |
| e. Other | \$ | | .00 |
| f. Program Income | \$ | | .00 |
| g. TOTAL | \$ | 13,125,000 | .00 |

7. TYPE OF APPLICANT: (See back of form for Application Types)

☒ C

Other (specify)

9. NAME OF FEDERAL AGENCY

Federal Aviation Administration

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:

Rehabilitation of Taxiway K, Phase 3

14. CONGRESSIONAL DISTRICTS OF

| | |
|---------------------------|-------------------------|
| a. Applicant 38 | b. Project 38 |
|---------------------------|-------------------------|

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS


a. Yes. ☒ THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ONDATE: **5/16/2008**b. No. ☐ PROGRAM IS NOT COVERED BY E. O. 12372☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

☐ Yes If "Yes" attach an explanation ☒ No

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

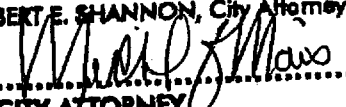
a. Authorized Representative

| | | |
|--|---------------------------|---|
| Prefix Mr. | First Name Patrick | Middle Name H. |
| Last Name West | | Suffix |
| b. Title City Manager | | c. Telephone number (give area code) 562-570-6916 |
| d. Signature of Authorized Representative  | | e. Date Signed 5/16/2008 |

Assistant City Manager

Previous Editions Not Usable

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APPROVED AS TO FORM ROBERT E. SHANNON, City Attorney
 TO SECTION 301 OF
 THE CITY CHARTER May 15, 2008 By 
 ASSISTANT CITY ATTORNEY

Standard Form 424 (Rev.9-2003)
Prescribed by OMB Circular A-102

PART II
PROJECT APPROVAL INFORMATION
SECTION A

Item 1

Does this assistance request require State, local, regional, or other priority rating?

☐ Yes ☒ No

Name of Governing Body

Priority

Item 2.

Does this assistance request require State, local advisory, educational or health clearances?

☐ Yes ☒ No

Name of Agency or Board
(Attach Documentation)

(Attach Comments)

Item 3

Does this assistance request require clearinghouse review in accordance with OMB Circular A-95?

☐ Yes ☒ No

Item 4

Does this assistance request require State, local, regional or other planning approval?

☐ Yes ☒ No

Name of Approving Agency

Date

Item 5.

Is the proposed project covered by an approved comprehensive plan?

☒ Yes ☐ No

Check One: State ☐
Local ☒
Regional ☐

Location of plan **Long Beach City Hall (Land Use Element of the General Plan)**

Item 6.

Will the assistance requested serve a Federal installation?

☐ Yes ☒ No

Name of Federal Installation

Federal Population benefiting from Project

Item 7

Will the assistance requested be on Federal land or installation?

☐ Yes ☒ No

Name of Federal Installation

Location of Federal Land

Percent of Project

Item 8

Will the assistance requested have an impact or effect on the environment?

☐ Yes ☒ No

See instructions for additional information to be provided.

Item 9.

Will the assistance requested cause the displacement of individuals, families, businesses, or farms?

☐ Yes ☒ No

Number of:

Individuals
Families
Businesses
Farms

Item 10.

Is there other related Federal assistance on this project previous, pending, or anticipated?

☒ Yes ☐ No

See instructions for additional information to be provided.

AIP funding was provided for Taxiway K, Phases 1 and 2 under Grant Nos. AIP 3-06-0127-27 and AIP 3-06-0127-29.

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:
 - a. **The Airport Land Use Plan was approved by the Long Beach City Council on November 20, 1979.**
 - b. **The City acquired property to protect clear zones for Runway 12/30.**
 - c. **The City acquired aviation easements on properties outside the Airport boundary to protect runway clear zones. These easements are shown on the Long Beach Airport Property Map, "Exhibit A Map".**
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:
None.
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 Part V of this Application, either by limiting its legal or financial ability or otherwise, except as follows:
None.
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.
5. **Consideration of Local Interest.** – It has given fair consideration to the interest of communities in or near where the project may be located.
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 at which project is proposed.
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.
8. **Air and Water Quality Standards.** – In projects involving airport location, a major runway extension, or runway location it will provide to 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.

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:

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

The current Exhibit "A" map is attached.


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":

None. No additional property or property interest is needed for the proposed construction.

(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":

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

PART III- BUDGET INFORMATION - CONSTRUCTION**SECTION A - GENERAL**1. Federal Domestic Assistance Catalog No. **20-126**2. Functional or Other Breakout. **SECTION B - CALCULATION OF FEDERAL GRANT**

| Cost Classification | Use only for revisions | | Total Amount Required |
|--|---------------------------|--------------------|--------------------------|
| | Latest Approved Amount | Adjustment+ or (-) | |
| 1. Administration Expense | \$ | \$ | \$ 656,250 |
| 2. Preliminary Expense | | | |
| 3. Land, structures, right-of-way | | | |
| 4. Architectural engineering basic fees | | | |
| 5. Other architectural engineering fees | | | |
| 6. Project inspection fees | | | 1,068,750 |
| 7. Land development | | | |
| 8. Relocation Expenses | | | |
| 9. Relocation payments to individuals and businesses | | | |
| 10. Demolition and removal | | | |
| 11. Construction and project improvement | | | 11,400,000 |
| 12. Equipment | | | |
| 13. Miscellaneous | | | |
| 14. Total (Lines 1 through 13) | | | 13,125,000 |
| 15. Estimated Income (if applicable) | | | |
| 16. Net Project Amount (Line 14 minus 15) | | | |
| 17. Less: Ineligible Exclusions | | | |
| 18. Add: Contingencies | | | |
| 19. Total Project Amt. (Excluding Rehabilitation Grants) | | | 13,125,000 |
| 20. Federal Share requested of Line 19 | | | 12,500,000 |
| 21. Add Rehabilitation Grants Requested (100 percent) | | | |
| 22. Total Federal grant requested (Lines 20 & 21) | | | 12,500,000 |
| 23. Grantee share | | | 625,000 |
| 24. Other shares | | | |
| 25. Total project (Lines 22, 23, & 24) | \$ | \$ | \$ 13,125,000 |

SECTION C - EXCLUSIONS

| 26. Classification | Ineligible for Participation (1) | Excluded from Contingency Provision (2) |
|--------------------|-------------------------------------|--|
| a. | \$ | \$ |
| b.. | | |
| c. | | |
| d. | | |
| e. | | |
| f. | | |
| g. Totals | | |

SECTION D - PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE

| | |
|----------------------------------|------------|
| 27. Grantee Share | \$ 625,000 |
| a. Securities | |
| b. Mortgages | |
| c. Appropriations (By Applicant) | 625,000 |
| d. Bonds | |
| e. Tax Levies | |
| f. Non Cash` | |
| g .Other (Explain) | |
| h .TOTAL -- Grantee share | 625,000 |
| 28. Other Shares | |
| a. State | |
| b. Other | |
| c. Total Other Shares | |
| 29. TOTAL | \$ 625,000 |

SECTION E - REMARKS**PART IV PROGRAM NARRATIVE (ATTACH--SEE INSTRUCTIONS)**

PART IV PROGRAM NARRATIVE

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

OMB NO. 2120-0569

PROJECT: Taxiway K Rehabilitation, Phase 30

AIRPORT: Long Beach Airport

1. Objective:[1]

This project is a rehabilitation of approximately 4,600' X 75' of asphalt concrete (AC) pavement on Taxiway K, the primary taxiway for aircraft arriving on the Airport's air carrier runway (12-30) and accessing the Airport Terminal Parking Ramp. Phase 3 extends from Runway 12-30 through Runway 16L-34R, a length of approximately 2,600'. The project includes rehabilitation of taxiway pavement, with a combination of AC and PCC pavements. The three existing taxiway connections between Runway 7L-25R and Taxiway K will be removed and two will be reconstructed in more appropriate locations and per current design standards. The project will also include improvements to the shoulders, pavement markings, and lighting, signage, and drainage systems.

2. Benefits Anticipated: [2]

Taxiway K was constructed in 1972, and the pavement is near the end of its useful life. Recent survey of the taxiway pavement indicates a Pavement Condition Index range of 13 to 40, with significant longitudinal and transverse cracking, weathering and raveling. Rehabilitation will prevent further deterioration, pavement failures and unscheduled emergency closures, and return the pavement to new condition.

3. Approach:[3] (See approved Scope of Work in final Application)

Phases 1 and 2 of the Taxiway K Rehabilitation project, in part funded with AIP Grant Nos. 3-06-0127-27 and 3-06-0127-29, are currently under construction. Design work for Phase 3 is near completion and is being funded with AIP Grant No. 3-06-0127-27. Plans and specifications for the construction of Phase 3 were advertised for bids on April 25, 2008 with a bid opening scheduled for May 23, 2008.

4. Geographic Location:[4]

The project is at the Long Beach Airport in Long Beach, California. See also attached sketch.

5. Additional Information, if applicable:

Phase 3 Project Cost Estimate:

| | | |
|-----------------|----|------------|
| Administration: | \$ | 656,250 |
| Design: | \$ | 0 |
| Construction: | \$ | 11,400,000 |
| CM/Inspection | \$ | 1,068,750 |

Total \$ 13,125,000

6: Sponsor's Representative: [5](incl. address & tel. no.)

Jeff Sedlak, Civil Engineer
Long Beach Airport
4100 Donald Douglas Drive
Long Beach, CA 90808
562-570-6046



SCALE: NONE

MAGNETIC VARIATION: 15°49'46"
30 JANUARY 1952
ANNUAL RATE OF CHANGE: 0'01'30"

