

RESOLUTION 2016 - 24

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SUNNYSIDE, WASHINGTON, AUTHORIZING
THE CITY MANAGER TO SUBMIT AN APPLICATION
FOR GRANT FUNDING FROM WSDOT AVIATION
FOR THE CONSTRUCTION OF THE RUNWAY/TAXIWAY
REHAB PROJECT MATCH**

WHEREAS, the City of Sunnyside operates and maintains the Sunnyside Municipal Airport; and

WHEREAS, City staff has identified the need to rehabilitate the runway/ taxiway areas and has been included on the Capital Improvement Program that is submitted to the Federal Aviation Administration (FAA) annually; and

WHEREAS, this project has been accepted and is now designated to receive funding from the FAA to start in FY2016; and

WHEREAS, City staff desires to submit a grant application to the Washington State Department of Transportation (WSDOT) to assist with the City match that is required for the FAA Grant; and

WHEREAS, the local (City) match amount is approximately \$395,160.00 and the WSDOT Aviation Grant would pay up to 50% of the local match requirement; and

WHEREAS, the City Council finds and determines that such approval is in the best interests of residents of the City of Sunnyside and will promote the general health, safety and welfare.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYSIDE, WASHINGTON, as follows:

SECTION 1. That the City of Sunnyside hereby authorizes the City Manager to obligate local funds and sign and submit application to

WSDOT Aviation Division for and on behalf of the City of Sunnyside for funding to offset match requirements, the application is attached hereto as Exhibit "A" incorporated herein by this reference, is hereby approved; and the City Manager is hereby authorized to execute and administer such agreement for and behalf of the City of Sunnyside.

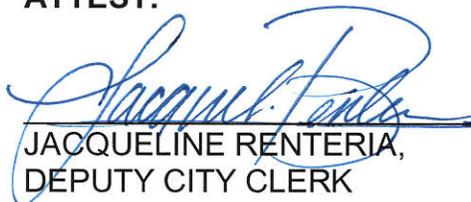
SECTION 2. This Resolution shall be effective upon passage, approval and signatures hereon in accordance with law.

PASSED this 12th day of September, 2016.



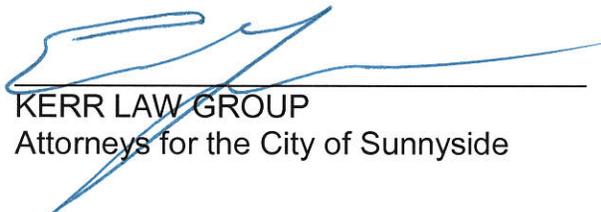
DEAN BROERSMA, DEPUTY MAYOR

ATTEST:



JACQUELINE RENTERIA,
DEPUTY CITY CLERK

APPROVED AS TO FORM:



KERR LAW GROUP
Attorneys for the City of Sunnyside

City of Sunnyside

RUNWAY 7/25 REHABILITATION & TAXIWAY RECONSTRUCTION IMPROVEMENTS

**WASHINGTON STATE DEPARTMENT OF
TRANSPORTATION AVIATION DIVISION**

AIRPORT AID APPLICATION

April 2016



EXHIBIT 'A'

CITY OF SUNNYSIDE
YAKIMA COUNTY, WASHINGTON

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION AVIATION DIVISION AIRPORT AID
APPLICATION
FOR

RUNWAY 7/25 REHABILITATION & TAXIWAY RECONSTRUCTION IMPROVEMENTS

This application consists of the following elements:

1. Airport Aid Application Checklist
2. Airport Aid Application
 - a. Airport Aid Grant Assurances
 - b. Draft Resolution
 - c. Greenhouse Gas Emission Resolution
3. Airport Aid Application Project Data Sheet
 - a. Project Description
 - b. Project Justification
 - c. Airport CIP Exhibit
 - d. Preliminary Engineer's Estimate
 - e. Project Schedule
 - f. Spending Plan
 - g. Job Creation Data (Aviation *Economic* Impact Calculator)
 - h. Capital Improvement Plan Letter dated October 8, 2014
 - i. Documentation for City of Sunnyside's Engineering Selection
 - j. Engineering Documents
4. Airport Aid Application Supplemental Justification



Airport Aid Application Checklist

Sponsor: City of Sunnyside
 Airport: Sunnyside Municipal Airport
 NPIAS Non-NPIAS
 Amount Requested: \$ 174,941.00
 Local Match: \$ 174,941.00 - 50 %
 Expected Start: 7/1/2016

Project Type

Pavement
 Safety
 Maintenance, Operations, Security, and Planning
 Other _____
 Expected Completion: 10/9/2016

<u>Item</u>	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Comments</u>
Application Signed (Original Signatures)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____
Application Received by Deadline	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____
Amount Requested \$250,000 or Less	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____
Local Match (Minimum 5% or 5% FAA Match)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____
Eligible Project	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____
Approved Airport Layout Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Protective Zoning in Place	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____
Project Data Sheet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
• Project Layout Plan/Sketch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Supplemental Justification Sheet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Statement of Support from Elected Official(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Adopted Resolution – Matching Funds Available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Resolution to be provided after City Council
Supporting Documentation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
• Consultant Selection & Scope of Work	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consultant Selection Attached
• Grant Assurances (Signed & Attached)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____
• Plans & Specifications	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Plans Included
• Detailed Project Schedule (Project Milestones)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
• Detailed Cost Estimate or Bid Results	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Engineers Estimate Enclosed
• Spending Plan (by Month)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____
• Property Appraisal (Land Acquisition)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
Engineering Drawings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Demonstrate FAA Funds Sought First (NPIAS Only)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Sponsor entitlements are being used for 90% of project funding
Airport Information System Annual Update <i>Completed for Prior Year</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____
Greenhouse Gas Emission Policies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Job Creation Data	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Application Complete	<input checked="" type="checkbox"/>	<input type="checkbox"/>		_____

EXHIBIT 'A'



"A Steward for Washington's Aviation System"
7702 Terminal Street SW
Tumwater, Washington 98501-7264

Airport Aid Application

Date of Request 4/6/2016

1 Applicant: City of Sunnyside Applicant's Authorized Representative: Name: Shane Fisher Title: Public Works Director Address: 818 E Edison Ave Address 2: City: Sunnyside State: WA Zip: 98944 Phone: (509) 837-5206 Cell: Email: sfisher@sunnyside-wa.gov	2 Project to be Managed by: Company: HLA Engineering and Land Surveying, Inc. Name: Stephanie Ray, PE Address: 2803 River Road Address 2: City: Yakima State: WA Zip: 98902 Phone: (509) 966-7000 Cell: Email: sray@hlacivil.com <i>Find your legislative and congressional district at: http://app.leg.wa.gov/districtfinder/</i>
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3 Airport: Sunnyside Municipal Airport (1S5) <input checked="" type="checkbox"/> NPIAS <input type="checkbox"/> Non-NPIAS	FAA Classification: Local / Basic State Classification: Local Service	Legislative District: 15th Congressional District: 4th
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4 No.	Project Name and Description (list in order of priority)	Total Project Cost	Local Funds	Aviation Division Funds	Federal Funds	Other Funds (Name Source)
1	Runway 7/25 Rehabilitation and Taxiway Reconstruction Improvements	3,498,810.00	174,941.00	174,941.00	3,148,928.00	
2						
3						
Totals		3,498,810.00	174,941.00	174,941.00	3,148,928.00	0.00

5 Does the airport have an up-to-date Master Plan or ALP Narrative Report?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date: 12/1/2008
Does the airport have an approved Airport Layout Plan (ALP)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date: 12/1/2008
Was annual requirement to review and update Airport Information System (AIS) data met for the preceeding calendar year?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Does the airport sponsor have policies to reduce greenhouse gas emissions? - If yes, submit a copy of the policies.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Submitting copy via: <u>Emailing - Electronic Document</u>
Submit signed acceptance of <u>Airport Aid Grant Assurances</u> .	Submitting signed grant assurances via: <u>Emailing - Electronic Document</u>	
Submit adopted resolution; 1) Authorizing submittal of grant application, 2) Stating matching funds are available, and 3) Support of elected officials. <i>*Does not apply to private airport sponsors</i>	Submitting copy via: <u>Emailing - Electronic Document</u>	

6 Signature of Applicant's Authorized Representative
**Only sign IF printing and submitting original paper document, provide signature here.
 IF submitting application electronically (fillable form .pdf document), Email must be sent directly from airport's authorized representative.

EXHIBIT 'A'

The following Airport Aid Program Grant Assurances are incorporated herewith and form a part of the sponsor's application for funding under the Airport Aid Grant Program.

Signature of Applicant's Authorized Representative: _____

Title of Representative: CITY MANAGER

Date: 4 6 16

Chapter 468-260 WAC

Last Update: 3/14/13

AIRPORT AID PROGRAM GRANT ASSURANCES

WAC Sections

468-260-010 General.

468-260-020 Duration and applicability.

468-260-030 Sponsor certification.

468-260-010

General.

(1) Airport sponsors shall comply with these assurances pursuant to and for the purpose of carrying out the provisions of the state of Washington airport aid program grant agreements.

(2) Airport sponsors will submit these assurances as part of the project application requesting funds under the provisions of RCW ~~47.68.090~~. As used herein, the term "public agency sponsor" means any municipality or municipalities acting jointly or any Indian tribe recognized by the federal government or such tribes acting jointly in the planning, acquisition, construction, improvement, maintenance, or operation of an airport, owned or controlled, or to be owned or controlled by such municipality or municipalities or Indian tribe or tribes, to be held available for the general use of the public; the term "private sponsor" means any person or persons acting jointly in the planning, acquisition, construction, improvement, maintenance, or operation of an airport, owned or controlled, or to be owned or controlled by such person or persons, to be held available for the general use of the public; and the term "sponsor" includes both public agency sponsors and private sponsors.

(3) Upon a sponsor's acceptance of a grant offer by the department, these assurances are incorporated in and become part of the grant agreement.

[Statutory Authority: RCW ~~47.68.090~~, 13-07-037, § 468-260-010, filed 3/14/13, effective 4/14/13.]

468-260-020

Duration and applicability.

(1) **Washington airport aid program projects undertaken by a 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 project, not to exceed twenty years from the date of acceptance of a grant offer of state 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 state funds.

EXHIBIT 'A'

(2) **Airport planning undertaken by a sponsor.** Unless otherwise specified in this grant agreement, only Assurances C:1, 2, 3, 4, 6, 7, 8, 13, 20, 33, 34, and 35 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.

[Statutory Authority: RCW 47.68.090. 13-07-037, § 468-260-020, filed 3/14/13, effective 4/14/13.]

468-260-030

Sponsor certification.

The sponsor certifies, with respect to this grant that:

(1) **General state requirements.** It will comply with all applicable Washington state laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of state funds for this project including, but not limited to, the following:

(a) State legislation:

- Chapter 8.26 RCW (Relocation assistance -- Real property acquisition policy)
- Chapter 27.34 RCW (State historical societies -- Historic preservation)
- Chapter 27.44 RCW (Indian graves and records)
- Chapter 27.48 RCW (Preservation of historical materials)
- RCW 29A.84.620 (Hindering or bribing voter)
- Chapter 36.70A RCW (Growth management -- Planning by selected counties and cities)
- Title 37 RCW (Federal areas -- Indians)
- Chapter 39.12 RCW (Prevailing wages on public works)
- RCW 47.29.200 (Prevailing wages)
- RCW 47.68.280 (Investigations, hearings, etc. -- Subpoenas -- Compelling attendance)
- RCW 47.68.310 (Enforcement of aeronautics laws)
- Title 49 RCW (Labor regulations)
- Title 64 RCW (Real property and conveyances)
- Chapter 70.94 RCW (Washington Clean Air Act)
- Title 86 RCW (Flood control)
- Title 91 RCW (Waterways)
- Title 12 WAC (Transportation, department of (aeronautics commission))
- Title 18 WAC (Air pollution)
- Title 25 WAC (Archaeology and historic preservation, department of)
- WAC 330-01-050 (dispositions, metropolitan municipal corporations)
- Title 167 WAC (Drug abuse prevention office)
- Title 197 WAC (Ecology, department of (environmental policy, council on))
- Title 198 WAC (Environmental and land use hearings office)
- Title 199 WAC (Environmental hearings office (environmental and land use hearings board))
- Title 254 WAC (Historic preservation, advisory council on)
- Title 326 WAC (Minority and women's business enterprises, office of)
- Chapter 330-01 WAC (Procedures for corridor and design public hearings under RCW 35.58.273)
- Chapter 468-100 WAC (Uniform relocation assistance and real property acquisition)
- WAC 468-100-008 (Compliance with other laws and regulations)
- Title 357 WAC (Financial management, office of -- State human resources director)
- Title 508 WAC (Ecology, department of (water resources))

(b) Executive orders:

- Governor's Executive Order 92-01 (Establishing Governor's Policy on a Drug-Free Work Place)
- Governor's Executive Order 96-04, Implementing the Americans with Disabilities Act and superseding Executive Order 93-03
- Governor's Executive Order 05-05 (Archaeological and Cultural Resources) Governor's Executive Order 11-01, superseding Executive Order 09-04, Amending Washington Council on Aerospace
- Governor's Executive Order 12-02 (Workforce Diversity and Inclusion)

EXHIBIT 'A'

(2) **General legal requirements.** It will comply with all applicable laws and ordinances, orders, guidelines, policies, directives, rules and regulations of municipal, county, and federal governmental authorities or regulatory agencies.

(3) **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.

(4) **Sponsor fund availability.** It has sufficient funds available for the portion of the project which is not paid by the state of Washington. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

(5) **Good title.** It holds good title, satisfactory to the department, to the areas of the airport or site thereof necessary for aircraft takeoff and landing as well as those necessary for the movement of aircraft to and from the landing and takeoff areas, or gives assurances satisfactory to the department that good title will be acquired prior to accepting grant funds.

(6) **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 department, 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 department.

(b) It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property associated with this application or that portion of the property upon which state funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the department. If the transferee is found by the department to be eligible 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) If the sponsor is a private sponsor, it will, to the department's satisfaction, ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

(d) 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, to the department's satisfaction, reserve and document in arrangements with said party sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with the regulations and the terms, conditions, and assurances in this grant agreement and shall ensure that such arrangement also requires compliance therewith.

(e) Sponsors of commercial service airports will not permit or enter into any arrangement that allows an 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.

(f) Sponsors of general aviation airports entering into any arrangement that allows an owner of residential real property adjacent to or near the airport must comply with the requirements set forth in Section 136 of Public Law 112-95.

(7) **Consistency with local plans.** Certify, to the department's satisfaction, that the project is consistent with plans (existing at the time of submission of this application) of public agencies that are authorized to plan for the

EXHIBIT 'A'

development of the area surrounding the airport.

(8) **Consideration of local interest.** Certify, to the department's satisfaction, that it considered the interest of communities in or near where the project is located.

(9) **Consultation with users.** Certify to the department's satisfaction that when it made a decision to undertake any project, that it consulted with affected parties using the airport.

(10) **Public hearings.** In projects involving the location of an airport, an airport runway, or a major runway extension, it held 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 department, submit a copy of the transcript of such hearings to the department. Further, for such projects, its management board contain(s/ed) either voting representation from the communities where the project is located or it advised communities that they have the right to petition the department concerning a proposed project.

(11) **Air and water quality standards.** In projects involving airport location, a major runway extension, or runway location, it will provide the department appropriate written certification that the project will be located, designed, constructed, and operated so as to comply with applicable federal, state, and local 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, or the secretary of the Department of Ecology, certification shall be obtained. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the department.

(12) **Pavement preventive maintenance.** With respect to a project for the replacement or reconstruction of airport pavement, it assures or certifies to the department's satisfaction 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 state financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the department determines may be useful.

(13) **Accounting system, audit, and recordkeeping requirements.**

(a) It shall keep all project accounts and records which fully disclose the amount and disposition 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 RCW 43.09.200 and the Washington state budgetary, accounting, and reporting system (BARS) manuals and financial reporting packages.

(b) It shall make available to the department and the Washington state auditor's office, 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 department 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 department not later than six months following the close of the fiscal year for which the audit was made.

(14) **Wage rates.** It shall include in all contracts in excess of two thousand five hundred dollars, or as outlined in WAC 296-127-050, for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages under the Washington State Prevailing Wages on Public Works Act, chapter 39.12 RCW, 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. This shall be documented by a statement of intent to pay prevailing wages and an affidavit of wages paid.

(15) **Nondiscrimination requirements.** It shall prohibit discrimination in all phases of contracted employment, contracting activities and training pursuant to Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Justice System Improvement Act of 1979, the Americans with Disabilities Act of 1990, the Civil Rights Restoration Act of 1987, 49 C.F.R. Part 21, chapter 49.60 RCW and other related laws and statutes.

(16) **Equal employment opportunity (EEO) responsibilities.** It shall comply with regulations relative to nondiscrimination in state-assisted programs of the department, which are herein incorporated by reference and made a part of this project. With regard to the work performed during the project, it shall not discriminate on the

EXHIBIT 'A'

grounds of race, color, gender, creed, national origin, age, sexual orientation, gender identity, marital status, disability or veteran status in the selection and retention of contractors, consultants and service providers, including procurement of materials and leases of equipment.

(17) 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 ensure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to honorably discharged military personnel who are veterans of any war of the United States, or of any military campaign for which a campaign ribbon shall have been awarded, and their widows or widowers, shall be preferred for appointment and employment. Age, loss of limb, or other physical impairment, which does not in fact incapacitate, shall not be deemed to disqualify them, provided they possess the capacity necessary to discharge the duties of the position involved as defined in RCW 73.16.010. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

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

(19) 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 department for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the department and such work shall be in accordance with regulations and procedures prescribed by the department. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the department shall deem necessary.

(20) 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 by the department.

(b) It will furnish the department with reports pertaining to the planning project and planning work activities, as designated by the department.

(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 state of Washington.

(d) It will make all material prepared in connection with this grant 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 department unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

(f) It will grant the department the right to disapprove the sponsor's selection of specific consultants and their subcontractors to do all or any part of projects funded by this grant as well as the right to disapprove the proposed scope and cost of professional services.

(g) It will grant the department 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 department's approval of this project grant or the department'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 department to approve any pending or future application for an airport aid grant.

(21) Operation and maintenance. 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 or the state of Washington, 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

EXHIBIT 'A'

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 nonaeronautical purposes must first be approved by the department. In furtherance of this assurance, the sponsor will have in effect arrangements for:

(a) Operating the airport's aeronautical facilities whenever required;

(b) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and

(c) 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.

(22) **Hazard removal and mitigation.** It assures that such terminal airspace under the appropriate category of Federal Air Regulation Part 77, 14 C.F.R. 77, 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. Where hazards are on land owned by others, the sponsor will make every effort to coordinate with owners to mitigate airport hazards.

(23) **Compatible land use.** It shall, either by the acquisition and retention of property interest, in fee or easement, or by seeking enforcement of local zoning action, prevent the construction of any object which may constitute an incompatible land use such as residential encroachment, wildlife attractants, uses that emit smoke, steam, glare, or electromagnetic interference, and height hazards. Sponsor will take proactive measures to discourage incompatible land uses adjacent to the airport, to include a formal consultation with local jurisdictions on land use issues, and support and/or recommend land use regulations consistent with WSDOT best management practices found in WSDOT's *Airports and Compatible Land Use Guidebook*.

(24) **Economic nondiscrimination.**

(a) It will make the airport available as an airport for public use and without 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:

(i) Furnish said services on a reasonable, nondiscriminatory, basis to all users thereof; and

(ii) Charge reasonable, and nondiscriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

(c) Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

(d) Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

(e) Each air carrier using such airport (whether as a tenant, nontenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or nontenants and signatory carriers and nonsignatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld 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

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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. 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.

(g) The sponsor may establish such reasonable, and nondiscriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport. 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.

(25) Exclusive rights. It will not grant exclusive right for the use of the airport to any person(s) providing, or intending to provide, aeronautical services to the public. For purposes of this subsection, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if the following apply:

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

(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 existing at such an airport before the grant of any assistance under RCW 47.68.090; and

(c) It has received approval from the department.

(26) Fee and rental structure. It will maintain a competitive 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 factors such as the volume of traffic and economy of collection. No part of the state share of an airport development or airport planning project for which a grant is made under RCW 47.68.090 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

(27) Airport revenues. All revenues generated by the airport and any local taxes established after December 30, 1987, on aviation fuel, 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 subsection:

(a) 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.

(b) If the department 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 twenty-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.

(c) When requested by the department, the sponsor will obtain an audit that will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes, and indicate whether funds paid or transferred to the owner or operator were paid or transferred in a manner consistent with state law and any other applicable provision of law, including any regulation promulgated by the secretary. Any civil penalties or other

EXHIBIT 'A'

sanctions will be imposed for violation of this assurance in accordance with state law.

(28) Reports and inspections. It will:

(a) Submit to the department such annual or special financial and operations reports as the department may 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 department; 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 department upon request;

(b) In a format and time prescribed by the department, provide to the department and make available to the public following each of its fiscal years, an annual report listing in detail:

(i) All amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

(ii) All services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

(29) Use by government aircraft. It will not charge the state or its agencies (except for those under contract), for limited but reasonable, nonroutine, search and rescue, law enforcement or public safety use of public landing and aircraft parking facilities. The sponsor may require written verification of an entity's official government business status, and notification prior to use of facilities.

(30) Land for state facilities. It will furnish without cost to the state of Washington 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 for these same purposes, rights in buildings of the sponsor as the department considers necessary for construction, operation, and maintenance at state expense of space or facilities. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the department.

(31) Airport layout plan.

(a) It will provide airport layout plans (ALPs) as prescribed in WSDOT's *Aviation Grant Procedures Manual*. It will keep up-to-date at all times an airport layout plan of the airport showing:

(i) Boundaries of the airport and all proposed additions thereto, together with the boundaries of all off-site areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

(ii) 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;

(iii) The location of all existing and proposed nonaviation areas and of all existing improvements thereon; and

(iv) 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 department which approval shall be evidenced by the signature of a duly authorized representative of the department on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations to the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the department and which might, in the opinion of the department, 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 department determines adversely affects the safety, utility, or efficiency of any state-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 department, the owner or operator will, if requested, by the department.

(i) Eliminate such adverse effect in a manner approved by the department; or

(ii) Bear all costs of relocating such property (or replacement thereof) to a site acceptable to the department and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of

EXHIBIT 'A'

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 department's design standards beyond the control of the airport sponsor.

(32) Disposal of land.

(a) For land purchased under a grant for airport development purposes, 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 department an amount equal to the states' proportionate share of the fair market value of the land. The portion of the proceeds proportionate to the states' share of the cost of acquisition of such land will, upon application to the department, be reinvested or transferred to another eligible airport as prescribed by the department. The department shall give preference to the following, in descending order:

(i) Payment to the state of Washington for deposit in the aeronautics account; or

(ii) Reinvestment in an approved project that is eligible for grant funding under RCW 47.68.090.

(b) Land shall be considered to be needed for airport purposes under this assurance if:

(i) It may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land; and

(ii) The revenue from interim uses of such land contributes to the financial self-sufficiency of the airport.

(c) Disposition of such land 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.

(33) Engineering and design services. It will award each contract, or subcontract 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 WSDOT *Consultant Services Manual M-27-50.02* or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

(34) 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. Sponsors are encouraged to "Buy American" whenever feasible and appropriate.

(35) Policies, standards, and specifications. It will carry out the project in accordance with policies, standards, and specifications approved by the department and included in this grant, and in accordance with applicable state policies, standards, and specifications.

(36) Relocation and real property acquisition. It will be guided in acquiring real property, to the greatest extent practicable under state law, by the land acquisition policies in RCW 8.26.180.

(37) Disadvantaged business enterprises. The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any department-assisted contract or in the administration of its DBE program or the requirements of Governor's Executive Order 12-02.

(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. For the purpose of this section, a long-term lease is defined as not to exceed fifty years.

[Statutory Authority: RCW 47.68.090, 13-07-037, § 468-260-030, filed 3/14/13, effective 4/14/13.]

EXHIBIT 'A'

RESOLUTION 2016- _____

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SUNNYSIDE, WASHINGTON, AUTHORIZING
THE SUBMITTAL OF A WSDOT AVIATION GRANT FOR THE
DESIGN OF THE RUNWAY/ TAXIWAY REHAB PROJECT MATCH
(HLA ENGINEERING AND LAND SURVEYING, INC.)**

WHEREAS, the City of Sunnyside operates and maintains the Sunnyside Municipal Airport; and

WHEREAS, City staff has identified the need to rehabilitate the runway/ taxiway areas and has been included on the Capital Improvement Program that is submitted to the Federal Aviation Administration (FAA) annually; and

WHEREAS, this project has been accepted and is now designated to receive funding from the FAA to start in FY2016; and

WHEREAS, City staff desires to submit a grant application to the Washington State Department of Transportation (WSDOT) to assist with the City match that is required for the FAA Grant; and

WHEREAS, the City match amount is approximately \$350,000.00 and the WSDOT Grant would pay for 50%, which would be approximately \$175,000.00 of the City's match requirement; and

WHEREAS, the City Council finds and determines that such approval is in the best interests of residents of the City of Sunnyside and will promote the general health, safety and welfare.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYSIDE, WASHINGTON, as follows:

EXHIBIT 'A'

SECTION 1. That the City of Sunnyside hereby authorizes the City Manager to sign and submit application to WSDOT Aviation Division for and on behalf of the City of Sunnyside for funding to offset match requirements, the application is attached hereto as Exhibit "A" and incorporated herein by this reference.

SECTION 2. This Resolution shall be effective upon passage, approval and signatures hereon in accordance with law.

PASSED this _____

ATTEST:

APPROVED AS TO FORM:

RESOLUTION 2015 - 44

 ORIGINAL

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SUNNYSIDE, WASHINGTON, ADOPTING
A GREENHOUSE GAS REDUCTION EMISSION POLICY**

WHEREAS, many local governments throughout the nation are reducing the production of global warming pollutants through programs that provide economic and quality of life benefits, such as reduced energy bills, green space preservation, air quality improvements, reduced traffic congestion, improved transportation choices, economic development, and job creation through energy conservation and new energy.

**NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF
THE CITY OF SUNNYSIDE, WAHSINGTON**, as follows:

SECTION 1. That the City Council of the City of Sunnyside hereby authorizes the City Manager to sign the Greenhouse Gas Reduction Policies and/ or procedures that will benefit its natural resources and reduce the emission of greenhouse gases attached hereto as Exhibit "A" and included herein by this reference, for and on behalf of the City of Sunnyside.

SECTION 2. This Resolution shall be effective upon passage, approval and signatures hereon in accordance with law.

PASSED this 13th day of July, 2015.



JAMES A. RESTUCCI, MAYOR

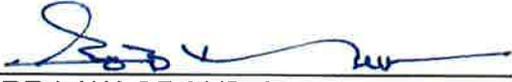
ATTEST:



DELILAH SAENZ, CMC, CITY CLERK

APPROVED AS TO FORM:

EXHIBIT 'A'



KERR LAW GROUP, PLLC
Attorneys for the City of Sunnyside

EXHIBIT 'A'

EXHIBIT "A"

Green House Gas Reduction Emission Policy for City of Sunnyside

Public Buildings Policy Details:

- All new publicly funded buildings should be models of cost-effective, energy- efficient design.
- Encourage energy conservation practices in buildings by raising the awareness of employees own energy use.
- Conduct energy audits of publicly owned buildings, evaluate potential conservation measures.
- Promote weatherization programs for existing buildings.

Fleet & Vehicle Policy Details:

- Consider the benefits of an energy-sensitive fleet management program, to include driver training, the use of alternate energy sources such as electricity, diesel or bottled gas, fuel-efficient vehicles, frequent tuning and maintenance of vehicles, and the use of re-refined motor oil in fleet vehicles.
- Consider how to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles.

Equipment Oriented Policy Details:

- Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.
- Consider monitoring the efficiency of the pumps in water and sewer systems, and operate and maintain them at peak efficiency. When cost effective options are possible, the one using the least amount of energy shall be preferred.

Waste Reduction & Use Oriented Policy Details:

- Continue expanding jurisdiction-wide waste diversion services to include, for example, single stream curbside recycling, and curbside recycling of food and green waste.
- Reduce GHG emissions waste through improved management of waste handling and reductions in waste generation.

EXHIBIT 'A'

EXHIBIT "A"

Land Use Oriented Policy Details:

- Adopt and implement a development pattern that utilizes existing infrastructure
- Redirect new growth into existing city/urban growth areas.
- Whenever possible, urban development should occur only where urban public facilities and services exist or can be reasonably made available.

Global Policy Details:

- Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.
- Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.
- Protect and enhance the environment and public health and safety when providing services and facilities.
- Conserve natural resources such as water and open space to minimize energy used and GHG emissions and to preserve and promote the ability of such resources to remove carbon from the atmosphere.

Public Education & Outreach Policy Details:

- Publicize energy conservation actions to raise public awareness of the value of wise energy use.
- Promote and expand recycling programs, purchasing policies, and employee education to reduce the amount of waste produced.
- Collaborate with local energy suppliers and distributors to establish energy conservation.

Transportation Oriented Policy Details:

- Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.
- Use park-and-ride facilities to access transit stations only at ends of regional transitways or where adequate feeder bus service is not feasible.
- Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.

EXHIBIT 'A'

EXHIBIT "A"

Other Types of Policy Ideas:

- Consider establishing programs and policies to increase the use of recycled water, including:
 - * Create an inventory of non-potable water uses within the jurisdiction that could be served with recycled water.
 - * Produce and promote the use of recycled water for agricultural, industrial, and irrigation purposes, including grey water systems for residential irrigation.
 - * Produce and promote the use of treated, recycled water for potable uses where GHG emissions from producing such water are lower than from other potable sources.
- Install water-efficient landscapes and irrigation, including:
 - * Install water-efficient irrigation systems and devices, including advanced technology such as moisture-sensing irrigation controls.

EXHIBIT 'A'



Airport Aid Application Project Data Sheet

"A Steward for Washington's Aviation System"

Complete a separate Project Data Sheet for each project listed from the Airport Aid Application (Form 900-030EF)

City of Sunnyside - Sunnyside Municipal Airport (1S5) - Project No. 1 - Runway 7/25 Rehabilitation and Taxiway Reconstruction Improvements

1 Project Category (Select One Only):

- Project category options: Pavement, Safety, Planning, Security, Runway Safety, Equipment, Maintenance, Property, Other. Sub-options include Rehabilitation, Runway, Maintenance, Taxiway, Reconstruction, Apron, New Construction, Taxi lane, Helipad, Other.

2 Detailed Project Description / Approach to Accomplishing Project:

This project has been delineated into two schedules of work in order to minimize impacts to airport operations. The first schedule of work will replace the failing asphalt concrete pavement on the runway and correct slope deficiencies to meet current FAA standards.

3 Project Justification:

The Runway was rehabilitated in 2003, however there is extensive cracking on the runway surface and transverse slopes are outside of the current FAA design criteria. Deferring necessary maintenance will result in reconstruction.

4 Cost Estimate Details:

Source of Project Cost Estimate - Engineer's Estimate

An engineers estimate has been prepared for both schedules of the project. It was prepared by analyzing recent bid unit prices on similar scope projects within the region. The estimated construction cost for the Runway, schedule A, is \$842,240.43.

5 Project Schedule:

Expected Start of Project: 7/11/2016

Expected Completion of Project: 11/18/2016

Start of Work Covered by Grant: 7/11/2016

Completion of Work Covered by Grant: 11/18/2016

Submit a detailed project schedule (to include project milestones). Submitting project schedule via: Emailing - Electronic Document

6 Other Supporting project documentation (Required):

Submit a spending plan identifying anticipated grant expenditures by month. Submitting via: Emailing - Electronic Document

Submit job creation data using the Aviation Economic Impact Calculator. Submitting via: Emailing - Electronic Document

7 Other Supporting project documentation (As Applicable):

Submit documentation supporting your consultant selection process. Submitting via: Emailing - Electronic Document

Submit a copy of your consultant's Scope of Work. Submitting via: Emailing - Electronic Document

Have project plans and specifications been prepared? Yes No

Has a property appraisal been completed for property acquisition? Yes No

FAA AIP Project Number: 3-53-0074-006/007

FAA Grant Contract Number: TBD

Other supporting documentation?

SCIP Priority Score (WSDOT Use Only)

EXHIBIT 'A'

WSDOT Aviation
Airport Aid Application
April 2016

Project Description

The Sunnyside Municipal Airport is located in Sunnyside, Washington and consists of one runway, Runway 07/25 and a parallel taxiway. Please refer to the enclosed site plan.

The project will include relocation and reconstruction of the east section of the parallel taxiway and east runway connector to match the previous constructed west Taxiway section. Improvements will include construction of approximately 1,100 linear feet of a 45-foot wide (25-foot width and 10-foot shoulders) taxiway section, including aggregate base course, bituminous surface course, and pavement markings. The existing east parallel taxiway pavement will be removed. The project will also include reconstruction of approximately 700 linear feet of existing apron to establish the new taxiway alignment, including removal of the existing pavement, construction of a new aggregate base, subdrain system, construction of a new bituminous surface course, and installation of new pavement markings. The project will also rehabilitate the two existing mid-runway connector taxiways measuring approximately 170 linear feet and 50-foot wide.

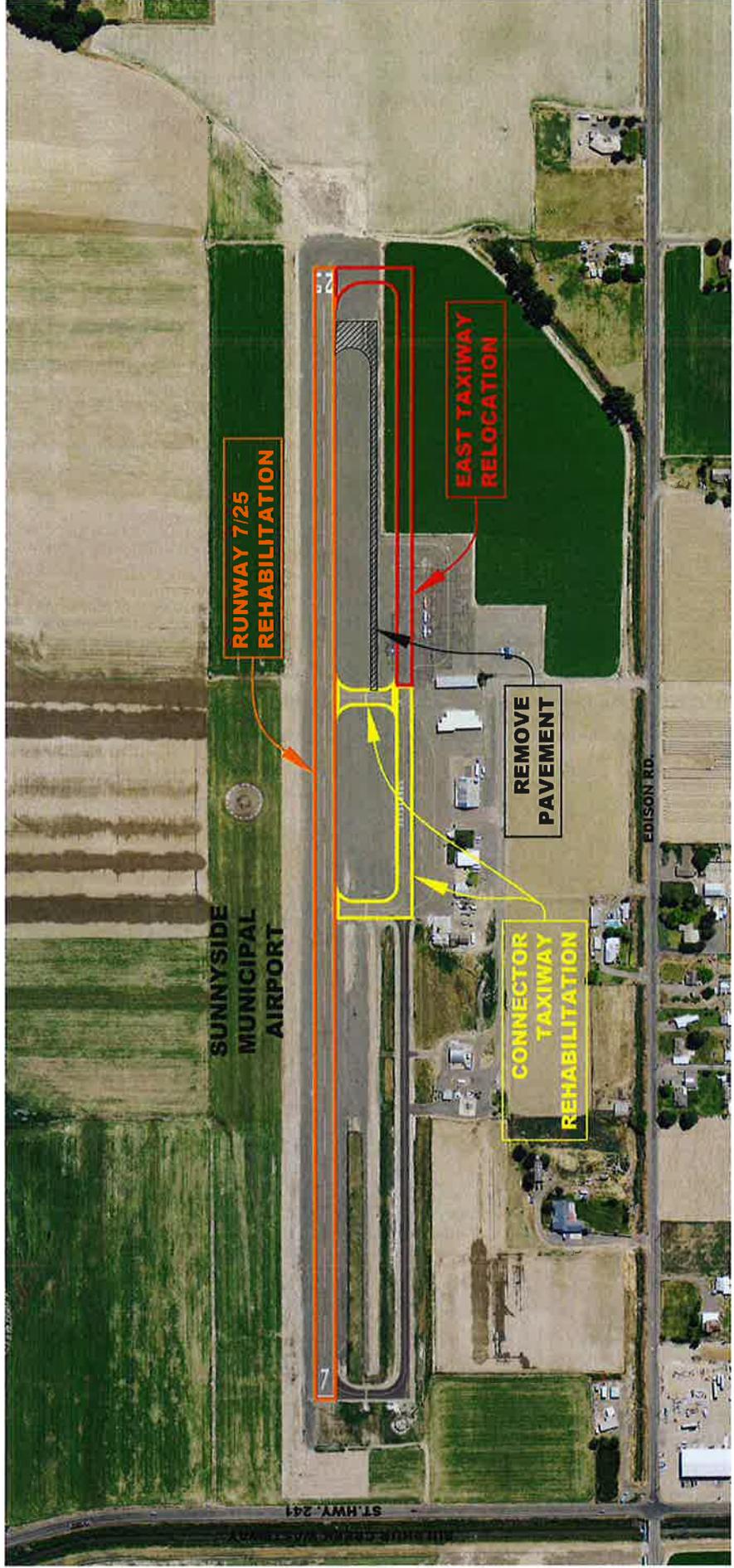
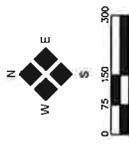
The primary runway 07/25 is 60-feet wide and measures 3,422 feet in length. The runway was last rehabilitated in 2003. The 2012 PCI value is 68. The runway will be rehabilitated by profile planing the existing surface wearing course, crack sealing remaining cracks, constructing new bituminous surface course, and installing new pavement markings.

Project Justification

In 2012, the east section of the parallel taxiway was assigned a PCI value of 70, and the adjoining east Runway 25 connector was assigned a PCI value of 61. The east parallel taxiway and runway connectors were last rehabilitated in 1985 and 1975, respectively. Despite maintenance efforts, the east taxiway (PCI 56-57) and connector surfaces have deteriorated due to the presence of severe longitudinal and transverse cracking and have outlived their useful life. Significant reconstruction is required. The project is consistent with the 2008 Airport Layout Plan Update.

The two existing mid-runway connector taxiways will be included in this project. These connectors were assigned a PCI value of 50 in 2012 due to the presence of extensive pavement surface weathering and cracking.

EXHIBIT 'A'



		2609 River Road Yakima, WA 98902 509.956.7000 Fax 509.955.3800 www.hlacl.com		JOB NUMBER: 10124-15 15015 FILE NAME: Airport CIP DRAWING: Exhibit.dwg	DATE: 1/24/15 DESIGNED BY: JJB ENTERED BY: JJB	CITY OF SUNNYSIDE SUNNYSIDE MUNICIPAL AIRPORT YAKIMA COUNTY, WASHINGTON	AIRPORT CIP EXHIBIT
SHEET 1 of 1				REVISION			

EXHIBIT 'A'

CITY OF SUNNYSIDE - SUNNYSIDE MUNICIPAL AIRPORT RUNWAY 7/25 Rehabilitation and Taxiway Reconstruction Improvement Project

Date: 4/8/2016

Preliminary Engineer's Estimate

Item No.	Description	Unit	Unit Cost	Estimated Quantity	Overall Cost
SCHEDULE A - RUNWAY 7/25 IMPROVEMENTS					
1	Mobilization	LS	\$70,000.00	1.00	\$70,000.00
2	Temporary Flagging, Marking, and Signing	LS	\$25,000.00	1.00	\$25,000.00
3	SPCC Plan	LS	\$5,000.00	1.00	\$5,000.00
4	Cold Planing, P-101	SY	\$5.00	24,000.00	\$120,000.00
5	Aggregate Base Course, P-209	TON	\$25.00	1,175.00	\$29,375.00
6	Bituminous Surface Course, P-401	TON	\$100.00	4,175.00	\$417,500.00
7	Temporary Painting, P-620 (1 Coat)	SF	\$1.00	5,600.00	\$5,600.00
8	Pavement Painting, P-620 (2 Coats)	SF	\$1.50	11,200.00	\$16,800.00
9	Pavement Painting, P-620 (1 Coat Black)	SF	\$1.50	8,400.00	\$12,600.00
10	Crack Filling (Greater than 3/8-Inch)	LF	\$2.00	550.00	\$1,100.00
11	Crack Sealing (Less than 3/8-Inch)	LF	\$1.00	6,600.00	\$6,600.00
	Schedule A Subtotal				\$709,575.00
	Contingency	10%			\$71,000.00
	Washington State Tax	7.90%			\$61,665.43
	Schedule A Total Estimated Construction Cost				\$842,240.43
	Construction Engineering	15%			\$126,340.00
	Schedule A Total Estimated Project Cost				\$968,580.43

SCHEDULE B - TAXIWAY IMPROVEMENTS					
12	Mobilization	LS	\$ 200,000.00	1.00	\$ 200,000.00
13	Temporary Flagging, Marking, and Signing	LS	\$ 50,000.00	1.00	\$ 50,000.00
14	SPCC Plan	LS	\$ 10,000.00	1.00	\$ 10,000.00
15	Clearing and Grubbing, P-151	LS	\$ 50,000.00	1.00	\$ 50,000.00
16	Removal of Structure and Obstruction	LS	\$ 32,500.00	1.00	\$ 32,500.00
17	Existing Electrical Manhole/Junction Structure Elevation Adjustment	EA	\$ 1,000.00	1.00	\$ 1,000.00
18	Unclassified Excavation Incl. Haul, P-152	CY	\$ 40.00	9,575.00	\$ 383,000.00
19	Embankment in place Incl. Haul, P-152	CY	\$ 35.00	1,100.00	\$ 38,500.00
20	Cold Planing, P-101	SY	\$ 5.00	-	\$ -
21	Subbase Course, P-154	CY	\$ 55.00	5,400.00	\$ 297,000.00
22	Aggregate Base Course, P-208	CY	\$ 55.00	3,825.00	\$ 210,375.00
23	Bituminous Surface Course, P-401	TON	\$ 100.00	2,600.00	\$ 260,000.00
24	Adjust Manhole	EA	\$ 500.00	-	\$ -
25	Adjust Drain Cleanout	EA	\$ 250.00	2.00	\$ 500.00
26	Adjust Catch Basin	EA	\$ 500.00	2.00	\$ 1,000.00
27	Ductile Iron Pipe, 12-Inch, D-701	LF	\$ 50.00	130.00	\$ 6,500.00
28	12-Inch Irrigation Pipe, D-701	LF	\$ 25.00	1,025.00	\$ 25,625.00
29	6-Inch Underdrain, Complete, D-705-5.4	LF	\$ 42.00	4,475.00	\$ 187,950.00
30	Manholes, D-751	EA	\$ 2,500.00	12.00	\$ 30,000.00
31	Irrigation Junction Box, D-751	EA	\$ 2,500.00	1.00	\$ 2,500.00
32	Irrigation Fittings	EA	\$ 2.00	512.00	\$ 1,024.00
33	Irrigation Connection	EA	\$ 5,000.00	1.00	\$ 5,000.00
34	Electrical Duct Bank, L-110	LF	\$ 40.00	16.90	\$ 676.00
35	Retroreflective Sign, L-858	EA	\$ 1,200.00	6.00	\$ 7,200.00
36	Remove Retroreflective Marker, L-853	EA	\$ 25.00	62.00	\$ 1,550.00
37	Retroreflective Marker, L-853	EA	\$ 75.00	123.00	\$ 9,225.00
38	Crack Filling (Greater than 1-Inch), P-605	LF	\$ 10.00	315.00	\$ 3,150.00
39	Crack Filling (Greater than 3/8-Inch, Less than 1-inch), P-605	LF	\$ 2.00	1,150.00	\$ 2,300.00
40	Crack Sealing (Less than 3/8-Inch), P-605	LF	\$ 1.00	200.00	\$ 200.00
41	Temporary Painting, P-620 (1 Coat)	SF	\$ 1.00	4,850.00	\$ 4,850.00
42	Pavement Painting, P-620 (2 Coats)	SF	\$ 1.50	9,700.00	\$ 14,550.00
43	Pavement Painting, P-620 (1 Coat Black)	SF	\$ 1.50	11,675.00	\$ 17,512.50
44	Tie Down Anchor	EA	\$ 100.00	-	\$ -
	Schedule B Subtotal				\$ 1,853,687.50
	Contingency	10.0%			\$ 185,400.00
	Washington State Tax	7.9%			\$ 161,087.91
	Schedule B Total Estimated Construction Cost				\$ 2,200,200.00
	Construction Engineering	15%			\$ 330,030.00
	Schedule B Total Estimated Project Cost				\$ 2,530,230.00

EXHIBIT 'A'

Summary of Schedules					
	Schedule A Total Estimated Cost				\$968,580.43
	Schedule B Total Estimated Cost				\$2,530,230.00
	Total of All Schedules				\$3,498,810.43

EXHIBIT 'A'

PROJECT SCHEDULE

AIRPORT: Sunnyside Municipal Airport

SPONSOR: City of Sunnyside

CONSULTANT: HLA Engineering & Land Surveying, Inc.

FAA PROJECT MANAGER: Kevin Latschaw **FAA AIP GRANT No.:** 3-53-0074-006/007

PROJECT DESCRIPTION: The Runway will receive profile grinding, an overlay, and new markings. East end of Taxiway to be relocated to an increased offset from the runway. Connectors and fillets to be reconstructed to current standards. Taxilanes will be reconstructed and new markings will be placed per current FAA standards.

ITEM	DATE		COMMENTS
	ESTIMATED	ACTUAL	
1. Issue Request for Qualifications (RFQ)	10/09/2013	10/09/2013	
2. Consultant Selection	12/16/2013	12/16/2013	
3. Work Scope and Record of Negotiations	06/30/2015		Design Phase
4. Signed Engineering Contact	07/13/2015	08/25/2015	Design Phase
5. Environmental Approved	N/A		
6. Benefit-cost Analysis	08/31/2015		Design Phase
7. Plans & Specifications Complete	April 2016		
8. Submission of Airspace Study	10/01/2015		
9. Coordination with Planning/Permit Agencies	Sept. 2015		
10. Construction Safety Phasing Plan	Sept. 2015		
11. Bid Advertising	June 2016		
12. Pre-bid Meeting	June 2016		
13. Bid Opening	June 2016		
14. Submit Bid Tab and Recommendation of Award	June 2016		
15. Award of Contract	July 2016		Under separate grant for construction.
16. Pre-construction Meeting	July 2016		Under separate grant for construction.
17. WSDOT Airport Aid Grant Application	06/05/2015		Construction funding (Phase 2) application anticipated to be submitted in April, 2016 and grant issued in May, 2016
18. WSDOT Airport Aid Grant Issued	07/06/2015		
19. FAA Grant Application	June 2016		FAA construction funding (Phase 2) application anticipated to be submitted in May, 2016 and grant issued in June, 2016
20. FAA Grant Issued	June 2016		
21. Start Construction	07/11/2016		
22. Construction Complete	11/02/2016		
23. Final Inspection	11/18/2016		

EXHIBIT 'A'

City of Sunnyside - Sunnyside Municipal Airport Runway 7/25 Rehabilitation and Taxiway Reconstruction Improvements Spending Plan for Construction Services

Year	2016				
	July	August	September	October	November
Total Construction Expense \$3,498,810.00	\$349,881.00	\$874,702.50	\$1,049,643.00	\$1,049,643.00	\$174,940.50
FAA (90-Percent) \$3,148,929.00	\$314,892.90	\$787,232.25	\$944,678.70	\$944,678.70	\$157,446.45
WSDOT (5-Percent) \$174,941.00	\$17,494.05	\$43,735.13	\$52,482.15	\$52,482.15	\$8,747.03
Local (5-Percent) \$174,941.00	\$17,494.05	\$43,735.13	\$52,482.15	\$52,482.15	\$8,747.03



**Washington State
Department of Transportation**

Aviation Economic Impact Calculator

Airport Name	Year	Counties in the Economic Impact Region
Sunnyside Municipal 26428.A	2016	Yakima

Disclaimer

Welcome to the WSDOT Aviation Economic Impact Calculator. This tool is designed to assist users in estimating an airport's change in regional economic impacts based on potential changes in activity at the airport. The calculations in this tool are high-level estimates designed to give a sense of magnitude of economic impacts, but are not to be taken as specific projections. The tool uses averages and typical ranges to provide a reasonable estimate of impacts based on the types of changes entered, which should not be assumed to be precise calculations.

The base data used in the Calculator comes from the Airport Information System (AIS) database, which consists of airport activity information self-reported by airport managers. It is important to keep in mind that inaccuracies or out of date information in the AIS may result in estimates that are inconsistent with the current state of the airport.

Selected Economic Impact Scenario

Fuel Sales offered at this airport		
	Currently	New Scenario
Aviation Gas (AvGas)	Yes	Yes
Jet Fuel	No	No

EXHIBIT 'A'



**Washington State
Department of Transportation**

Aviation Economic Impact Calculator

Airport Name

Year

**Counties in the Economic
Impact Region**

Sunnyside Municipal
26428.A

2016

Yakima

Changes in Flight Activity		
	Currently	
Number of Runways	1	
Type of Runway(s)	Asphalt	
Airport Reference Code	B - I	
	Currently	New Scenario
General Itinerant Operations:	6,000	
Personal Aircraft		
Business Flights (Small Aircraft)		
Corporate Flights (Jet Aircraft)		
	Currently	New Scenario
General Local Operations:	18,000	
Personal Aircraft		
Business Flights (Small Aircraft)		
Corporate Flights (Jet Aircraft)		
	Currently	New Scenario
Commercial Air Taxi Operations (Charters):	0	
Assumed Airplane Seating Capacity		
Assumed % of Seats Filled (Load Factor)		
	Currently	New Scenario
Commercial Air Carrier Operations (Scheduled):	0	
Assumed Airplane Seating Capacity		
Assumed % of Seats Filled (Load Factor)		

EXHIBIT 'A'



**Washington State
Department of Transportation**

Aviation Economic Impact Calculator

Airport Name

Year

**Counties in the Economic
Impact Region**

Sunnyside Municipal
26428.A

2016

Yakima

Changes in Business Activity

	Est. New Sales	Est. New Wages	Est. New Jobs	Wages Per Jobs	Sales Per Job
Aircraft and Aircraft Engine Manufacturing					
Other Manufacturing/Fabrication					
Warehousing and Storage					
Mgmt., Scientific, and Technical Consulting Services					
Machinery/Equipment Repair and Maintenance					
Scientific Research and Development					
Sightseeing Transportation					
Retail Businesses					
Other Businesses and Support Services					

Changes in Cargo Activity

	New Operations	% Ops. Jet Fuel	Est. New Sales	Est. New Wages	Est. New Jobs
Cargo Activity		100%			

Capital Projects

	Federal Grants	State Grants	Local Funding	Other
Infrastructure(roads, utilities, etc.)				
New Buildings				



Washington State
Department of Transportation

Aviation Economic Impact Calculator

Airport Name	Year	Counties in the Economic Impact Region
Sunnyside Municipal 26428.A	2016	Yakima

Aviation Calculator Results

The impacts of the airport's current activity (estimated in the original Aviation Economic Impact Study) and the new scenario activity you have entered are displayed in tables at the bottom of the interface. Impacts from airport business activity and construction activity are shown on the left. Impacts from visitor spending are shown on the right. The impacts of one-time capital projects are shown in the bottom left table.

Airport business and construction activity impacts (the left column of tables) are being estimated for a defined Economic Impact Region for each specific airport. The counties included in the Economic Impact Region are shown next to the airport selection drop down box at the top of the Calculator site. These counties define the geography in which estimated direct, indirect, and induced impacts are assumed to occur.

Impacts from visitor spending (the right column of tables) are estimated statewide.

- The first tables at the top show impacts from the airport's current economic activity. These impacts are based on actual activity occurring on the airport as could reasonably be estimated. **NOTE: These impacts are for aviation-dependent businesses only. For businesses that are located at the airport, but do not rely on aviation for their business, impacts are not shown.**
- The second row of tables shows the estimated impacts of the new scenario(s) you have run. Remember to click the recalculate button to make sure these impacts are reflecting your most recently entered scenario.
 - **Direct Impacts:** Direct impacts represent the amount of the initial business activity (from aviation-related businesses on the airport, or from visitors traveling through the airport) that remains within the local economy.

Jobs and wages that are entered in the Business Activity categories become direct jobs and wages in the impact tables because the jobs (and the wages associated with them) are all assumed to be located on the airport, which is within the economic impact region. However, if total sales are entered, the direct output is less than total sales because only a portion of those sales are assumed to be re-spent within the local economy.
 - **Indirect and Induced Impacts:** Indirect and induced impacts result when the direct dollars are recirculated within the local economy, such as when an industry purchases supplies from another local business and when employees make local purchases for their households.
 - **Total Impacts:** Total impacts are the sum of the direct, indirect, and induced impacts.
- The third row of tables shows the sum of current and new scenario impacts.

All of the tables defined above show estimated annual ongoing impacts. Note that jobs are headcounts, not Full Time Equivalents.

- The fourth table on the left shows the one-time estimated impacts of construction. Unlike the other impacts, which are assumed to continue indefinitely, these impacts are only for the period of time during which construction is occurring.

EXHIBIT 'A'



**Washington State
Department of Transportation**

Aviation Economic Impact Calculator

Airport Name	Year	Counties in the Economic Impact Region
Sunnyside Municipal 26428.A	2016	Yakima

Airport Business				Visitor Spending			
CURRENT ESTIMATED ECONOMIC IMPACTS				CURRENT ESTIMATED ECONOMIC IMPACTS			
	Direct	Indirect/Induced	Total Impact		Direct	Indirect/Induced	Total Impact
Jobs			0.0	Jobs	2.3	1.2	3.6
Labor Income			\$0	Labor Income	\$67,328	\$58,266	\$125,593
Total Output			\$0	Total Output	\$206,501	\$179,910	\$386,412
NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS				NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS			
	Direct	Indirect/Induced	Total Impact		Direct	Indirect/Induced	Total Impact
Jobs	0.0	0.0	0	Jobs			0.0
Labor Income	\$0	\$0	\$0	Labor Income			\$0
Total Output	\$0	\$0	\$0	Total Output			\$0
TOTAL EXISTING + NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS				TOTAL EXISTING + NEW SCENARIO ONGOING ESTIMATED ECONOMIC IMPACTS			
	Direct	Indirect/Induced	Total Impact		Direct	Indirect/Induced	Total Impact
Jobs	0.0	0.0	0.0	Jobs	2.3	1.2	3.6
Labor Income	\$0	\$0	\$0	Labor Income	\$67,328	\$58,266	\$125,593
Total Output	\$0	\$0	\$0	Total Output	\$206,501	\$179,910	\$386,412

EXHIBIT 'A'



**Washington State
Department of Transportation**

Aviation Economic Impact Calculator

Airport Name

Year

**Counties in the Economic
Impact Region**

Sunnyside Municipal
26428.A

2016

Yakima

NEW SCENARIO ONE-TIME ESTIMATED ECONOMIC IMPACTS (From Construction)			
	Direct	Indirect/Induced	Total Impact
Jobs	0.0	0.0	0.0
Labor Income	\$0	\$0	\$0
Total Output	\$0	\$0	\$0

EXHIBIT 'A'



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

Northwest Mountain Region
Seattle Airports District Office
1601 Lind Avenue S.W., Suite 250
Renton, Washington 98057-3356

October 8, 2014

City of Sunnyside
Attention: Shane Fisher
Public Works Dept.
818 E Edison Ave
Sunnyside, WA 98944

Dear Mr. Fisher:

Sunnyside Municipal Airport, Sunnyside, WA
FY2015-2019
CAPITAL IMPROVEMENT PLAN (CIP)

Over the past few years the Federal Aviation Administration (FAA) and Washington State Department of Transportation (WSDOT) have partnered together with sponsors in a continued effort towards developing solid Capital Improvement Plans (CIPs). Through the development of the State Capital Improvement Program (SCIP), WSDOT and FAA have been able to identify the highest priority work within the anticipated available funds that would most effectively improve the statewide airport system from a safety and preservation perspective.

Last November we requested that you submit your airport's CIP through the WSDOT database. The summary below represents the plan the FAA will move forward with at this time. Please respond if you have any comments regarding the plan below. Our office believes that this plan is both eligible and justified; however as in any given year, projects are dependent on the availability of funding. We appreciate your willingness to work through this process with us, and look forward to continuing to do so in the future.

Your currently carried over entitlements through FY2014 are listed below. This may vary pending programming of a FY2014 project.

FY 2012	\$83,751
FY 2013	\$150,000
<u>FY 2014</u>	<u>\$150,000</u>
TOTAL	\$383,751

EXHIBIT 'A'

5-YEAR PROJECTS & FUNDING

Year	Project Name	Project Cost	NPE	ST/DI	End of Yr Carryover
					\$383,751
2015	Runway/Taxiway Rehab (PH 1) Design	\$300,000	\$300,000		\$233,751
2016	Runway/Taxiway Rehab (PH 2) Construct	\$3,383,751	\$383,751	\$3,000,000	\$0
2017	Carry Over				\$150,000
2018	Perimeter Fence and Gates	\$270,000	\$270,000		\$30,000
2019	Carry Over				\$180,000

Please be reminded that you need to coordinate with WSDOT to ensure this plan is updated in WSDOT database.

This year we will advance the SCIP data collection in order to improve response timing due to AIP grant schedule constraints. Therefore we request that you submit your FY16-20 SCIP to WSDOT during the September 1 to October 31, 2014 timeframe.

If you have any questions please call Kevin Latschaw at 425-227-2654.

Sincerely,



Carolyn T. Read
Manager, Seattle Airports District Office

EXHIBIT 'A'



PUBLIC WORKS DEPARTMENT

818 E. Edison Avenue, Sunnyside, Washington

Phone (509) 837-5206 Fax (509) 837-3268

www.sunnyside-wa.gov

RECEIVED

JAN 21 2014

Huibregtse Louman
Associates, Inc.

December 16, 2013

Huibregtse, Louman Associates, Inc.
ATTN: Mr. Jeff Louman, P.E.
801 North 39th Avenue
Yakima, WA 98902

RE: Municipal Engineering Services

To Whom It May Concern:

Thank you for your response to our Statement of Qualifications for Municipals Engineering Services for the City of Sunnyside.

The City of Sunnyside has awarded your firm, Huibregtse, Louman Associates, Inc., to complete services for projects during the 2014, 2015, and 2016 calendar years including Surface Transportation Program (STP) funded projects: 6th Street and Edison Avenue Improvements, Phase 1 and 6th Street Improvements, North Avenue to Decatur Avenue.

Sincerely,

A handwritten signature in blue ink that reads "Shane Fisher".

Shane Fisher
Public Works Superintendent

EXHIBIT 'A'

City of Sunnyside Request for Statement of Qualifications Municipal Engineering Services

The City of Sunnyside invites Statements of Qualifications from firms interested in being placed on the City's "Engineering Consultant Roster" for professional municipal engineering and land surveying services during the 2014, 2015, and 2016 calendar years. The City may select a consulting engineering firm (or firms) for various municipal engineering services for water, sewer, drainage, and street projects, airport improvements, comprehensive plans, municipal planning, traffic studies, capital facilities plans, rate studies, technical reports, cost estimates, environmental reviews, surveys, plans, specifications, services during construction and funding applications. Design, plans, specifications, and services during construction for street, utility and airport improvements may include those funded by TIB, STP, CMAQ, BRAC, USDA, CDBG, DWSRF, PWTf, SRF/Centennial Clean Water, FAA, WSDOT Aviation, SIED, LID, and federal stimulus funds.

Statements of Qualifications (SOQ) will be reviewed and placed on file through the 2014, 2015, and 2016 calendar years. SOQs will be used as the source from which to select one or more qualified firms from whom a detailed proposal will be requested for any specific project. The most highly rated firm will be selected for negotiation of a professional services contract. Interviews may be held at the City's discretion. The City may also use the submitted SOQs for the selection of a "City Engineer" consultant to provide municipal engineering services. Selection criteria will include experience in providing municipal engineering services, relevant project experience(s), qualifications of key personnel, familiarity with the City of Sunnyside and/or experience with municipalities of similar size, experience with state and federal funding programs and regulatory agencies, previous performance on public projects, and references.

In addition, the City will be selecting an engineering consultant to provide professional services for design, right of way, and/or construction observation and administration for the following Surface Transportation Program (STP) funded projects:

- 6th Street and Edison Avenue Improvements, Phase 1
- 6th Street Improvements, North Avenue to Decatur Avenue

Statements of Qualifications (SOQ) shall be limited to 30 printed pages excluding front and back covers (if used). Five (5) copies of the SOQ must be received at the City of Sunnyside, 818 E. Edison Avenue, Sunnyside, WA 98944 no later than 4:00 p.m. on October 30, 2013. The SOQ and any questions regarding this solicitation should be directed to Shane Fisher, Public Works Director (Telephone No. 509-837-5206).

The City, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all consultants that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises as defined at 49 CFR Part 23 will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, or sex in consideration for an award.

Minority- and women-owned firms are encouraged to submit Statements of Qualifications. The City of Sunnyside is an equal opportunity and affirmative action employer.

PUBLISH: October 9, 2013
 October 16, 2013

EXHIBIT 'A'



Airport Aid Application Supplemental Justification

"A Steward for Washington's Aviation System"

Complete a separate Supplemental Justification for each project listed from the Airport Aid Application (Form 900-030EF)

City of Sunnyside	- Sunnyside Municipal Airport (1S5)	- Project No. 1 - Runway 7/25 Rehabilitation and Taxiway R
-------------------	-------------------------------------	--

1. Will the project correct an identified airport safety hazard, deficiency, or non-standard design item? Yes No
 If Yes, specify the correction(s).

None of the hazards identified in the ALP will be corrected with this project, however many deficient items will be corrected. Existing fillets and transverse slopes along the Runway and Taxiway which are currently outside of FAA design tolerances will be corrected to meet current FAA design standards. Markings will be updated to include centerline markings and to remove judgement steering markings.

2. Does the project serve a vital community need? If Yes, specify the need(s). Yes No

Yes, this airport provides service for many industries within the area. Companies such as Les Schwab Tires, Walmart, and agricultural aerial applicator services regularly utilize the Sunny Municipal Airport. Maintaining the Runway and Taxiway are particularly vital to the welfare of aerial applicator services which cannot function without a reliable Runway and Taxiway.

3. Does the project promote economic development and financial sustainability for the airport? If Yes, please elaborate. Yes No

The current ALP projections indicate that the airport will expect to see a continual increase in the annual number of aircraft and aircraft operations. The size and type of aircraft using the airport is limited by the existing facilities, but realigning the east Taxiway to ADG II separation standards will eventually allow larger aircraft to use the Runway. This will ultimately promote the use of larger aircraft for private and business related aviation. Increased use of the airport will also spur business development near the airport, furthering the goals of economic development and financial sustainability.

4. Project Readiness:

 - a. Has required environmental documentation (e.g. NEPA/SEPA) been approved? Yes No
 - b. Is project ready to proceed immediately? Yes No

LAND USE COMPATIBILITY

1. Does the local land use jurisdiction recognize the airport as an Essential Public Facility in its comprehensive plan? If Yes, provide reference to the specific location(s) in the plan. Yes No

2. Does the comprehensive plan include the airport in the 'Transportation System Inventory'? If Yes, provide reference to the specific location(s) in the plan. Yes No

Page 4-5 of the Sunnyside Comprehensive Plan - under 'Transportation Network Characteristics'

3. Does the comprehensive plan include policies that discourages the development of incompatible land uses adjacent to the airport? If Yes, provide reference to the specific location(s) in the plan. Yes No

City of Sunnyside Zoning Ordinance, City Code Section 17.62.020. Also, Policy 4.5 on Page 2-35 of the Sunnyside Comprehensive Plan.

4. Are regulations in place that prohibit penetration of FAR Part 77 surfaces? If Yes, provide reference to the specific regulation(s). Yes No

Yes, Sunnyside Municipal Code 17.62A.040 - Airport Overlay Zoning District.

5. Is zoning in place that discourages the development of incompatible land uses adjacent to the airport? If Yes, provide reference to the specific code(s). Yes No

Yes. Sunnyside Municipal Code 17.62A.020

6. Is zoning in place to regulate height hazards? If Yes, provide reference to the specific code(s). Yes No

Yes. Sunnyside Municipal Code 17.62A.040

7. Does the land use authority require aviation activity notices (e.g. title notice, notice on the plat)? Yes No