

29H-201



Victoria F. Sheehan  
Commissioner

THE STATE OF NEW HAMPSHIRE  
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.  
Assistant Commissioner

Bureau of Aeronautics  
July 29, 2021

His Excellency, Governor Christopher T. Sununu  
and the Honorable Council  
State House  
Concord, NH 03301

**REQUESTED ACTION**

Authorize the Department of Transportation to award a grant to the City of Manchester (Vendor Code 177433), AIP-126, to construct, reconfigure and shift Taxiway H - Phase II and install taxiway lighting and hold lines on Taxiway A1 and Taxiway A2 at the Manchester-Boston Regional Airport. Federal participation in the amount of \$7,392,391.00 is effective upon Governor and Council approval through July 18, 2025. 100% Federal Funds.

Funding is available as follows:	<u>FY 2022</u>
04-96-96-960030-1335 FAA Projects	
034-500161 New Construction	\$ 6,653,152.00
04-96-96-964010-2021 FAA ARPA Funding	
072-509073 Grants Federal	\$ <u>739,239.00</u>
Total	\$ 7,392,391.00

A portion of the funds, 90% of the cost for this airport construction project, was budgeted in the Capital Budget, HB25 2019, 146:1 XVI-A. The remaining 10% share needed to cover the State and Local shares for this project is being covered by funds from ARPA.

**EXPLANATION**

A Federal Aviation Administration (FAA) grant has been awarded for \$7,392,391.00 (copy attached), which represents 90% of the funding from the Federal AIP program and 10% from ARPA. FAA AIP-126 is to construct, reconfigure and shift Taxiway H - Phase II and install taxiway lighting and hold lines on Taxiway A1 and Taxiway A2 at the Manchester-Boston Regional Airport.

In coordination with FAA, it was determined, through a Runway Incursion Mitigation Study (RIMS), that the airport had several locations that were identified to be safety "hot spots" with potential for runway incursions. A runway incursion is any occurrence at an airport involving the incorrect presence

of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft. This project is correcting one "hot spot" identified by this study.

This grant will fund the following:

1. The reconfiguration of the existing aircraft hold position locations to eliminate the current hold position located at the Runway Safety Area (RSA) location for Taxiway A1 and A2 and relocate airfield lighting and signage to have a single aircraft hold position location for Taxiway A1 and A2 at the end of the approach to Runway 35.
2. Reconfigure the existing northerly portion of Taxiway H from the intersection of Runway 6-24 to the end of Runway 17 to eliminate the "hot spot" determined by FAA at this current location. In addition and as part of the Taxiway H reconfiguration, there will also be a reconfiguration of Taxiway L to the Northeast Ramp.
3. The Taxiway H reconfiguration will include the replacement of existing pavement to provide a new 20-year design life for the reconfigured layout, while removing pavement areas that will not be used.
4. Install new elevated and in-pavement Runway Guard Lights, taxiway edge light systems, centerline taxiway lights, and guidance signs for the reconfigured layout.
5. The Airport Lighting Control and Monitoring System (ALCMS) will be upgraded with new hardware and software to replace obsolete technology.

These airport improvements, new taxiway and lighting configurations will reduce pilot confusion and increase safety at the approach end of Runway 35.

The project breakdown is as follows:

Administrative Costs	\$ 15,000.00
Construction Administration	\$ 197,150.00
Resident Engineering	\$ 291,250.00
Construction (R.S. Audley, Inc.)	\$ 6,624,465.00
Miscellaneous (Escorts on Airfield/ Force Account)	<u>\$ 307,000.00</u>
Total Project Costs	\$ 7,434,865.00
Minus FAA ineligible expenses for runway pavement crack maintenance	<u>\$ 42,473.00</u>
Total	\$ 7,392,392.00

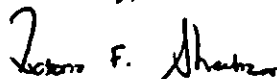
The project was placed out to bid and one bid was received from R.S. Audley, Inc.

The Department of Transportation accepts the Federal Funds for this project as a pass through to the City of Manchester in accordance with RSA 422:15. The City of Manchester will be responsible for paying the remaining \$1.00 that was not covered by FAA funding.

In accordance with the FAA Grant Assurances C - Sponsor Certifications, Responsibility and Authority of the Sponsor, the grant funds must be immediately available for the project to execute the grant offer; therefore, all funding for this project is encumbered in the first fiscal year.

Source of Funds: 100% Federal Funds from the Federal Aviation Administration.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria F. Sheehan". The signature is written in a cursive style with a large initial "V".

Victoria F. Sheehan  
Commissioner

Attachments  
VFS/tls

**Manchester-Boston Regional Airport**  
**Runway Incural Mitigation Projects**  
**Taxiways A1 & A2 Hold Line Reconfiguration and Taxiway H Reconfigured to Taxiway K**



**REVIEWED LOW BID** **BID OPENING:** **APRIL 16, 2021 2:30 PM**

		R. S. Audley, Inc.			
ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	UNIT TOTAL
<b>SC</b>					
C-105-1	Mobilization (10%)	LS	1	\$ 21,400.00	\$ 21,400.00
M-100-1	Allowance - Gate Guards	AL	1	\$ 10,000.00	\$ 10,000.00
M-200-1	Maintenance and Protection of Traffic	LS	1	\$ 15,000.00	\$ 15,000.00
M-300-1	Allowance - ALCMS Modifications	AL	1	\$ 15,000.00	\$ 15,000.00
P-101-5-6	Cold Milling (2" - 4 1/2")	SY	1,100	\$ 5.50	\$ 6,050.00
P-152-4-1	Unclassified Excavation	CY	153	\$ 12.00	\$ 1,836.00
P-208-3-1	Crushed Aggregate Base Course	CY	123	\$ 39.00	\$ 4,803.00
P-208-3-1	Crushed Aggregate Base Course	TON	220	\$ 115.00	\$ 25,300.00
P-208-3-1	Asphalt Mixtures Surface Course	GAL	130	\$ 11.00	\$ 1,430.00
P-208-3-1	Emulsified Asphalt Tack Coat	LF	1,200	\$ 3.00	\$ 3,600.00
P-208-3-1	Joint Sealing Film	LF	215	\$ 40.00	\$ 8,600.00
P-208-3-1	Asphalt Surface Treatment	SF	1,000	\$ 3.00	\$ 3,000.00
P-270-3-1a	Pavement Preparation	SF	5,150	\$ 1.00	\$ 5,150.00
P-270-3-2a	Markings	LS	150	\$ 1.00	\$ 150.00
P-270-3-3a	Reflective Media	SF	1	\$ 30.00	\$ 30.00
Y-201-4-1	Seeding	CY	1	\$ 340.00	\$ 340.00
Y-201-4-2	Topsoil (if washed from Off the Job)	SY	1	\$ 35.00	\$ 35.00
Y-201-4-3	Mulching	SY	150	\$ 2.40	\$ 360.00
L-104-3-1	No. 8 AWG, 34V, 1-24 Type C Cable Installed in Trench, Duct Bank or Conduit	LF	2,500	\$ 3.60	\$ 9,000.00
L-104-3-2	No. 8 AWG, Solid Bare Copper Counterpoise Wire, installed above the duct bank or conduit, including	LF	660	\$ 3.20	\$ 2,112.00
L-104-3-3	Concrete Encased Electrical Conduit, 1-Way-2-inch	LF	310	\$ 32.00	\$ 9,920.00
L-110-3-2	Non-Encased Electrical Conduit, 1-Way-2-inch	LF	180	\$ 21.00	\$ 3,780.00
L-110-3-3	Removal of Existing Cable in Conduit/Duct Bank	LF	1,600	\$ 0.33	\$ 528.00
L-125-3-1	Install New L-852GL in-Pavement Runway Guard Light	EA	19	\$ 8,750.00	\$ 167,250.00
L-125-3-2	Relocate Existing Elevated L-804(L) Runway Guard Light	EA	4	\$ 4,800.00	\$ 19,200.00
L-125-3-3	Relocate Existing Airfield Guidance Sign & Foundation	EA	12	\$ 100.00	\$ 1,200.00
L-125-3-4	Relocate Existing Airfield Guidance Sign & Foundation	EA	2	\$ 375.00	\$ 750.00
L-125-3-5	Remove Existing Guidance Sign & Foundation	EA	14	\$ 135.00	\$ 1,890.00
L-125-3-6	Remove Existing L-852GL in-Pavement Runway Guard Light	EA	1	\$ 3,200.00	\$ 3,200.00
L-125-3-7	Relocate Existing L-852GL in-Pavement Taxiway Centerline Light	EA	1	\$ 1,350.00	\$ 1,350.00
L-125-3-8	Install New L-857 Class 1A Run Light Base Junction Cap	EA	1	\$ 1,350.00	\$ 1,350.00
<b>SCHEDULE A SUBTOTAL</b>					<b>\$ 284,855.00</b>

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	UNIT TOTAL
<b>SCHEDULE B - YWH RECONFIGURATION TO YWK</b>					
C-105-1	Mobilization (2%)	LS	1	\$ 175,000.00	\$ 175,000.00
M-100-1	Allowance - Gate Guards	AL	1	\$ 33,000.00	\$ 33,000.00
M-200-1	Maintenance and Protection of Traffic	LS	1	\$ 118,000.00	\$ 118,000.00
M-300-1	Allowance - ALCMS Modifications	AL	1	\$ 65,000.00	\$ 65,000.00
M-400-1	Record Documents	LS	1	\$ 25,000.00	\$ 25,000.00
M-400-2	Field Data Collection for GIS Survey Conversion	LS	1	\$ 15,000.00	\$ 15,000.00
M-500-1	Engineer Field Office	LS	1	\$ 35,000.00	\$ 35,000.00
M-600-1	Temporary Construction Access	TON	240	\$ 125.00	\$ 30,000.00
M-600-2	Vehicle Service Road Asphalt Pavement	SY	1	\$ 80,000.00	\$ 80,000.00
M-700-1	Allowance for FAA and MIT Cable Replacement	AL	1	\$ 30,000.00	\$ 30,000.00
C-100	Contractor Quality Control Program	LS	1	\$ 4,480.00	\$ 4,480.00
C-101-4-1	Installation and Removal of Mist Protection Filter Bags	EA	14	\$ 376.00	\$ 5,264.00
C-101-4-2	Installation and Removal of Frost Control Logs	LF	1,500	\$ 3.25	\$ 4,875.00
C-101-4-3	Installation and Removal of Reinforced Construction Entrance	EA	1	\$ 11,000.00	\$ 11,000.00
C-101-4-4	Installation of Erosion Control Blanket	SY	7,100	\$ 2.00	\$ 14,200.00
P-101-3-1	Pavement Removal	SY	44,800	\$ 3.50	\$ 156,800.00
P-101-3-2	Joint and Crack Repair	LF	2,000	\$ 3.25	\$ 6,500.00
P-101-3-3	Cold Milling	SY	2,450	\$ 5.50	\$ 13,475.00
P-101-3-4	Removal of Pipe	LF	1,100	\$ 15.00	\$ 16,500.00
P-101-3-7A	Removal of Pipe	EA	3	\$ 378.00	\$ 1,134.00
P-101-3-7B	Removal of Drain Manhole/Inlet	EA	8	\$ 1,000.00	\$ 8,000.00
P-101-3-7C	Removal of (existing Manhole) Inlets	LF	3,300	\$ 0.33	\$ 1,089.00
P-101-3-7D	Removal of Cabling (in conduit to Hermon)	LF	49,800	\$ 7.00	\$ 348,600.00
P-152-4-1	Unclassified Excavation	CY	49,800	\$ 12.00	\$ 597,600.00
P-152-4-2	Unsuitable Excavation	CY	2,300	\$ 17.50	\$ 40,250.00
P-154-3-1	Subbase Course	CY	27,200	\$ 36.00	\$ 979,200.00
P-208-3-1	Crushed Aggregate Base Course	CY	8,100	\$ 39.00	\$ 315,900.00
P-208-3-1	Asphalt Surface Course	TON	4,800	\$ 115.00	\$ 552,000.00
P-208-3-1	Asphalt Base Course/Shoulder Pavement	TON	13,200	\$ 100.00	\$ 1,320,000.00
P-208-3-1	Emulsified Asphalt Tack Coat	GAL	7,500	\$ 4.40	\$ 33,000.00
P-208-3-1	Joint Sealing Film	LF	1,870	\$ 3.00	\$ 5,610.00
P-270-3-1a	Surface Preparation	SF	1,800	\$ 3.00	\$ 5,400.00
P-270-3-2a	Markings	LS	1,000	\$ 1.00	\$ 1,000.00
P-270-3-3a	Reflective Media	SF	430	\$ 1.00	\$ 430.00
P-270-3-4a	Temporary Runway and Taxiway Marking	LF	75	\$ 100.00	\$ 7,500.00
F-162-3-1	Chain-Link Fence	EA	1	\$ 2,500.00	\$ 2,500.00
F-162-3-2a	Vehicle Gate	LF	650	\$ 60.00	\$ 39,000.00
D-101-3-1A	4-inch ECR 33 PVC Pipe	LF	8	\$ 50.00	\$ 400.00
D-101-3-1B	12-inch Class V Reinforced Concrete Pipe	LF	8	\$ 17.50	\$ 140.00
D-101-3-1C	15-inch Class V Reinforced Concrete Pipe	LF	210	\$ 60.00	\$ 12,600.00
D-101-3-1D	18-inch Class V Reinforced Concrete Pipe	LF	350	\$ 60.00	\$ 21,000.00
D-101-3-4	6-inch Pipe Double Wall High Density Polyethylene (smooth int/corrugated ext.)	LF	4,700	\$ 24.00	\$ 112,800.00
D-101-3-3	Catch Basins	EA	1	\$ 4,500.00	\$ 4,500.00
D-101-3-3	Adjust Structure Row/Grade Elevation	EA	1	\$ 750.00	\$ 750.00
D-101-3-4	Concrete Headwall	EA	1	\$ 1,500.00	\$ 1,500.00

**Manchester-Boston Regional Airport  
Runway Incurison Mitigation Projects**



**McFARLAND-JOHNSON, INC.**

**Taxways A1 & A2 Hold Line Reconfiguration and Taxway H Reconfigured to Taxway K**

**REVIEWED LOW BID**

**BID OPENING:**

**APRIL 16, 2021 2:30 PM**

**R. B. Audley, Inc.**

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED		UNIT COST	UNIT TOTAL
			QUANTITY			
T-001-6.1	Seeding	KBF	790		30.00	7,800.00
T-002-6.1	Topsoil (Obtained on Site or from Backstop)	CY	1,700		20.00	34,000.00
T-003-6.2	Topsoil (Furnished from Off Site)	CY	530		24.00	12,720.00
T-004-6.1	Matching	BY	27,870		0.25	6,967.50
L-107-4.1	Type L-400 Style 1-1 Size 1 Wire Cable	EA	1		17,500.00	17,500.00
L-108-4.1	No. 8 AWG, B&V, L-824 Type C Cable	LF	81,800		2.40	196,320.00
L-109-4.2	No. 6 AWG, Solid Bare Copper Counterpoise Wire	LF	11,800		3.00	35,400.00
L-109-7.4A	Installation of Equipment with Existing Vault, 18 RWL-828 CCR - TWK Cl	EA	1		60,000.00	60,000.00
L-109-7.4B	Installation of Equipment with Existing Vault, 10 RWL-828 CCR - TWK Edge	EA	1		60,000.00	60,000.00
L-110-6.1	Concrete Encased Electrical Conduit, 1-Way, 3-Inch	LF	6,500		27.00	175,500.00
L-110-6.2A	Concrete Encased Electrical Duct Bank, 3-Way, 4-Inch	LF	478		70.00	33,460.00
L-110-6.2B	Concrete Encased Electrical Duct Bank, 4-Way, 4-Inch	LF	1,580		100.00	158,000.00
L-110-6.3	New Encased Electrical Conduit, 1-Way, 3-Inch	LF	605		31.00	18,965.00
L-110-6.4	Removal of Concrete Encased or Non-encased Electrical Conduit/Duct Bank	LF	7,200		4.50	32,400.00
L-115-6.3	Existing Electrical Manhole/Junction Structure Elevation Adjustment	EA	7		1,400.00	9,800.00
L-115-6.4	Electric Handhole (4' x 4' Precast Concrete)	EA	7		10,000.00	70,000.00
L-125-8.1	New L-801Y Elevated Taxiway Edge Light	EA	87		2,800.00	243,600.00
L-125-8.2	New L-850C(U) In-Pavement Taxiway Centerline Light	EA	85		2,800.00	238,000.00
L-125-8.3	New L-850C(L) In-Pavement Taxiway Centerline Light	EA	31		3,700.00	114,700.00
L-125-8.4	New L-840(L) In-Pavement Runway Guard Light	EA	30		4,300.00	129,000.00
L-125-8.5	New L-804(L) Elevated Runway Guard Light	EA	6		6,000.00	36,000.00
L-125-8.6A	New L-850C In-Pavement Runway Edge Light	EA	3		4,000.00	12,000.00
L-125-8.6B	Replace L-850C In-Pavement Runway Edge Light on Existing Base Cam	EA	1		2,800.00	2,800.00
L-125-8.7A	New L-850(L) Airfield Guidance Sign - 1 Module	EA	2		9,000.00	18,000.00
L-125-8.7B	New L-850(L) Airfield Guidance Sign - 2 Module	EA	8		10,000.00	80,000.00
L-125-8.7C	New L-850(L) Airfield Guidance Sign - 3 Module	EA	7		11,000.00	77,000.00
L-125-8.8	Replace Airfield Guidance Sign Panel	EA	1		1,000.00	1,000.00
L-125-8.9	Remove Airfield Guidance Sign & Foundation	EA	10		200.00	2,000.00
L-125-8.10	Remove Elevated Taxiway/Runway Edge Light	EA	78		80.00	6,240.00
L-125-8.11	Remove Elevated Runway Guard Light	EA	4		70.00	280.00
L-125-8.12	Remove In-Pavement Runway Guard Light	EA	43		70.00	3,010.00
L-125-8.13	Remove, Store and Reinstall Existing Elevated Runway End/Threshold Light	EA	8		2,000.00	16,000.00
L-125-8.14	Remove, Store and Reinstall Existing FAA In-Pavement Runway Threshold Light	EA	4		2,250.00	9,000.00
<b>SCHEDULE B SUBTOTAL</b>						<b>\$ 6,297,137.80</b>
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	UNIT TOTAL	
<b>SCHEDULE C - RUNWAY 8-34 PAVEMENT REPAIRS</b>						
P-101-8.8	Cold Milling	BY	1,150	5.50	6,325.00	
P-103-8.1	Asphalt Base Course/Shoulder Pavement	TON	308	160.00	49,280.00	
P-103-8.1	Emulsified Asphalt Tack Coat	GAL	170	4.25	722.50	
P-103-8.1	Joint Sealing 1-Inch	LF	1,800	3.00	5,400.00	
<b>SCHEDULE C SUBTOTAL</b>						<b>\$ 42,477.50</b>
<b>SCHEDULE A - TWs A1 &amp; A2 HOLD LINE RECONFIGURATION SUBTOTAL</b>						<b>\$ 284,838.00</b>
<b>SCHEDULE B - TW H RECONFIGURATION TO TW K SUBTOTAL</b>						<b>\$ 6,297,137.80</b>
<b>SCHEDULE C - RW 8-34 PAVEMENT REPAIRS SUBTOTAL</b>						<b>\$ 42,477.50</b>
<b>TOTAL BID AMOUNT</b>						<b>\$ 6,624,493.30</b>



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Airports Division  
New England Region  
CT, ME, MA, NH, RI, & VT

FAA ANE-600  
1200 District Ave.  
Burlington, MA 01803

July 9, 2021

Mr. Theodore Kitchens  
Airport Director  
1 Airport Rd., Ste. 300  
Manchester, NH 03103

Dear Mr. Kitchens:

We are transmitting to you for execution the Grant Offer for Airport Improvement Program (AIP) Project No. 3-33-0011-126-2021 at Manchester Airport in Manchester, New Hampshire. This letter outlines expectations for success. Please read the conditions and assurances carefully.

To properly enter into this agreement, you must do the following:

- a. The governing body must provide authority to execute the grant to the individual signing the grant; i.e. the sponsor's authorized representative.
- b. The sponsor's authorized representative must execute the grant by providing their electronic signature.
- c. Once the sponsor's authorized representative has electronically signed the grant, the sponsor's attorney will automatically be sent via email the grant to provide their electronic signature.
- d. You may not make any modification to the text, terms or conditions of the grant offer.
- e. Following the attorney's action, the executed grant will be automatically sent to all parties as an attachment to an email.
- f. The sponsor's authorized representative must execute the grant, followed by the attorney's certification, **no later than August 20, 2021** in order for the grant to be valid.

Subject to the requirements in 2 CFR §200.305, each payment request for reimbursement under this grant must be made electronically via the Delphi invoicing System. Please see the attached Grant Agreement for more information regarding the use of this System.

The terms and conditions of this agreement require you to complete the project without undue delay. We will be monitoring your progress to ensure proper stewardship of these Federal funds. **We expect you to submit payment requests for reimbursement of allowable incurred project expenses consistent with project progress.** Should you fail to make draws on a regular basis, your grant may be placed in "inactive" status, which will affect your ability to receive future grant offers.

Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- A signed/dated SF-270 (non-construction projects) or SF-271 or equivalent (construction projects) **and** SF-425 annually, due 90 days after the end of each federal fiscal year in which this grant is open (due December 31 of each year this grant is open); and
- Performance Reports, which are due within 30 days of the end of a reporting period as follows:
  1. Non-construction project: Due annually at end of the Federal fiscal year.

**2. Construction project: Submit FAA form 5370-1, Construction Progress and Inspection Report at the end of each fiscal quarter.**

As a condition of receiving Federal assistance under this award, you must comply with audit requirements as established under 2 CFR part 200. Subpart F requires non-Federal entities that expend \$750,000 or more in Federal awards to conduct a single or program specific audit for that year. Note that this includes Federal expenditures made under other Federal-assistance programs. Please take appropriate and necessary action to assure your organization will comply with applicable audit requirements and standards.

Once the project(s) is completed and all costs are determined, we ask that you close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

John Kirkendall, (781) 238-7629, is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein. We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,

  
Gail Lattrell (Jul 9, 2021 10:35 EDT)

Gail Lattrell

Director



U.S. Department  
of Transportation  
Federal Aviation  
Administration

**FAA Airport Improvement Program (AIP)**

**GRANT AGREEMENT**

**Part I - Offer**

---

Federal Award Offer Date	<u>July 9, 2021</u>
Airport/Planning Area	<u>Manchester Airport</u>
FY2021 AIP Grant Number	<u>3-33-0011-126-2021</u>
Unique Entity Identifier	<u>075339106</u>

**TO:** City of Manchester, NH  
(herein called the "Sponsor")

**FROM:** The United States of America (acting through the Federal Aviation Administration, herein called the "FAA")

**WHEREAS**, the Sponsor has submitted to the FAA a Project Application dated May 3, 2021, for a grant of Federal funds for a project at or associated with the Manchester Airport, which is included as part of this Grant Agreement; and

**WHEREAS**, the FAA has approved a project for the Manchester Airport (herein called the "Project") consisting of the following:

Shift/Reconfigure Existing Taxiway H Phase II - Construction; and Install Taxiway Lighting – Taxiway A1 and Taxiway A2 Guard Lights and Hold Lines,

which is more fully described in the Project Application.

**NOW THEREFORE**, Pursuant to and for the purpose of carrying out the FAA Reauthorization Act of 2018 (Public Law Number 115-254); Title 49, United States Code (U.S.C.), Chapters 471 and 475; 49 U.S.C. §§ 40101 et seq., and 48103; the Department of Transportation Appropriations Act, 2021 (Public Law 116-260, Division L), as further amended by the American Rescue Plan Act of 2021 (Public Law 117-2); and the representations contained in the Project Application; and in consideration of: (a) the Sponsor's adoption and ratification of the Grant Assurances attached hereto (b) the Sponsor's acceptance of this Offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurance and conditions as herein provided;



**THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay 100 percent of the allowable costs incurred accomplishing the Project as the United States share of the Project.**

**Assistance Listings Number (Formerly CFDA Number): 20.106**

**This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:**

### **CONDITIONS**

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is \$7,392,391.

The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):

\$ 0 for planning;

\$ 7,392,391 airport development or noise program implementation; and,

\$ 0 for land acquisition.

The source of this Grant includes funding from the Small Airport Fund, in accordance with 49 U.S.C. § 47116.

2. **Grant Performance.** This Grant Agreement is subject to the following Federal award requirements:
  - a. **Period of Performance:**
    1. Shall start on the date the Sponsor formally accepts this Agreement and is the date signed by the last Sponsor signatory to the Agreement. The end date of the Period of Performance is 4 years (1,460 calendar days) from the date of acceptance. The Period of Performance end date shall not affect, relieve, or reduce Sponsor obligations and assurances that extend beyond the closeout of this Grant Agreement.
    2. Means the total estimated time interval between the start of an initial Federal award and the planned end date, which may include one or more funded portions or budget periods. (2 Code of Federal Regulations (CFR) § 200.1).
  - b. **Budget Period:**
    1. For this Grant is 4 years (1,460 calendar days) and follows the same start and end date as the period of performance provided in Paragraph a.1. Pursuant to 2 CFR § 200.403(h), the Sponsor may charge to the Grant only allowable costs incurred during the Budget Period.
    2. Means the time interval from the start date of a funded portion of an award to the end date of that funded portion during which the Sponsor is authorized to expend the funds awarded, including any funds carried forward or other revisions pursuant to § 200.308.
  - c. **Close Out and Termination**
    1. Unless the FAA authorizes a written extension, the Sponsor must submit all Grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the end date of the period of performance. If the Sponsor does not submit all required closeout documentation within this time period, the FAA will proceed to close out the grant within one year of the period of performance end date with the information available at the end of 120 days. (2 CFR § 200.344).

2. The FAA may terminate this Grant, in whole or in part, in accordance with the conditions set forth in 2 CFR § 200.340, or other Federal regulatory or statutory authorities as applicable.
3. **Ineligible or Unallowable Costs.** The Sponsor must not include any costs in the project that the FAA has determined to be ineligible or unallowable.
4. **Indirect Costs - Sponsor.** The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.
5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 U.S.C. § 47109, the regulations, policies, and procedures of the Secretary, and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
6. **Completing the Project Without Delay and in Conformance with Requirements.** The Sponsor must carry out and complete the project without undue delays and in accordance with this Agreement, 49 U.S.C. Chapters 471 and 475, and the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"). Per 2 CFR § 200.308, the Sponsor agrees to report to the FAA any disengagement from performing the project that exceeds three months or a 25 percent reduction in time devoted to the project, and request prior approval from FAA. The report must include a reason for the project stoppage. The Sponsor also agrees to comply with the grant assurances, which are part of this Agreement.
7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
8. **Offer Expiration Date.** This offer will expire and the United States will 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 August 20, 2021**, or such subsequent date as may be prescribed in writing by the FAA.
9. **Improper Use of Federal Funds.** The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.
10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this Grant Agreement.
11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**
  - a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR 25.110, the Sponsor must maintain the currency of its

information in the SAM until the Sponsor submits the final financial report required under this Grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at <http://www.sam.gov>).

- b. **Unique entity identifier (UEI)** means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at <https://sam.gov/SAM/pages/public/index.jsf>.

12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the Sponsor must make each payment request under this Agreement electronically via the Delphi invoicing System for Department of Transportation (DOT) Financial Assistance Awardees.
13. **Informal Letter Amendment of AIP Projects.** If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.
- The FAA can also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1. The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.
- An informal letter amendment has the same force and effect as a formal grant amendment.
14. **Air and Water Quality.** The Sponsor is required to comply with all applicable air and water quality standards for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.
15. **Financial Reporting and Payment Requirements.** The Sponsor will comply with all Federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.
16. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 U.S.C. § 50101, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured products produced outside the United States to be used for any project for which funds are provided under this grant. The Sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this Grant.
17. **Maximum Obligation Increase.** In accordance with 49 U.S.C. § 47108(b)(3), as amended, the maximum obligation of the United States, as stated in Condition No. 1 of this Grant Offer:
- a. May not be increased for a planning project;
  - b. May be increased by not more than 15 percent for development projects if funds are available;
  - c. May be increased by not more than the greater of the following for a, land project, if funds are available:
    1. 15 percent; or
    2. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

If the sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in 49 U.S.C. § 47110, or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same Federal share provided herein for any amount increased over the Initial grant amount. The FAA may adjust the Federal share as applicable through an informal letter of amendment.

**18. Audits for Sponsors.**

**PUBLIC SPONSORS.** The Sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/facweb/>. Upon request of the FAA, the Sponsor shall provide one copy of the completed audit to the FAA.

**19. Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:

- a. Verify the non-Federal entity is eligible to participate in this Federal program by:
  1. Checking the excluded parties list system (EPLS) as maintained within the System for Award Management (SAM) to determine if the non-Federal entity is excluded or disqualified; or
  2. Collecting a certification statement from the non-Federal entity attesting they are not excluded or disqualified from participating; or
  3. Adding a clause or condition to covered transactions attesting individual or firm are not excluded or disqualified from participating.
- b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions (e.g. Sub-contracts).
- c. Immediately disclose to the FAA whenever the Sponsor (1) learns they have entered into a covered transaction with an ineligible entity or (2) suspends or debar a contractor, person, or entity.

**20. Ban on Texting While Driving.**

- a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:
  1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.
  2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
    - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
    - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.
- b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this Grant.

**21. Trafficking in Persons.**

- a. You as the recipient, your employees, subrecipients under this Grant, and subrecipients' employees may not –
    - 1. Engage in severe forms of trafficking in persons during the period of time that the Grant and applicable conditions are in effect;
    - 2. Procure a commercial sex act during the period of time that the Grant and applicable conditions are in effect; or
    - 3. Use forced labor in the performance of the Grant or any subgrants under this Grant.
  - b. We as the Federal awarding agency, may unilaterally terminate this Grant, without penalty, if you or a subrecipient that is a private entity –
    - 1. Is determined to have violated a prohibition in paragraph a. of this condition; or
    - 2. Has an employee who is determined by the agency official authorized to terminate the Grant to have violated a prohibition in paragraph a. of this condition through conduct that is either –
      - a. Associated with performance under this Grant; or
      - b. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 49 CFR Part 29.
  - c. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph a. of this condition.
  - d. Our right to terminate unilaterally that is described in paragraph a. of this condition:
    - i. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended (22 U.S.C. 7104(g)), and
    - ii. Is in addition to all other remedies for noncompliance that are available to us under this Grant Agreement.
22. **AIP Funded Work Included in a PFC Application.** Within 90 days of acceptance of this Grant Agreement, the Sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The airport sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.
23. **Exhibit "A" Property Map.** The Exhibit "A" Property Map dated August 28, 2019 is incorporated herein by reference and made part of this Grant Agreement.
24. **Employee Protection from Reprisal.**
- a. Prohibition of Reprisals –
    - 1. In accordance with 41 U.S.C. § 4712, an employee of a Sponsor, grantee, subgrantee, contractor, or subcontractor may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in sub-paragraph a.2. below, information that the employee reasonably believes is evidence of:
      - i. Gross mismanagement of a Federal grant;
      - ii. Gross waste of Federal funds;
      - iii. An abuse of authority relating to implementation or use of Federal funds;

- iv. A substantial and specific danger to public health or safety; or
  - v. A violation of law, rule, or regulation related to a Federal grant.
2. Persons and bodies covered. The persons and bodies to which a disclosure by an employee is covered are as follows:
    - i. A member of Congress or a representative of a committee of Congress;
    - ii. An Inspector General;
    - iii. The Government Accountability Office;
    - iv. A Federal employee responsible for contract or grant oversight or management at the relevant agency;
    - v. A court or grand jury;
    - vi. A management official or other employee of the Sponsor, contractor, or subcontractor who has the responsibility to investigate, discover, or address misconduct; or
    - vii. An authorized official of the Department of Justice or other law enforcement agency.
  3. Submission of Complaint — A person who believes that they have been subjected to a reprisal prohibited by paragraph a of this grant term may submit a complaint regarding the reprisal to the Office of Inspector General (OIG) for the U.S. Department of Transportation.
  4. Time Limitation for Submittal of a Complaint — A complaint may not be brought under this condition more than three years after the date on which the alleged reprisal took place.
  5. Required Actions of the Inspector General — Actions, limitations, and exceptions of the Inspector General's office are established under 41 U.S.C. § 4712(b).
  6. Assumption of Rights to Civil Remedy — Upon receipt of an explanation of a decision not to conduct or continue an investigation by the Office of Inspector General, the person submitting a complaint assumes the right to a civil remedy under 41 U.S.C. § 4712(c).

### SPECIAL CONDITIONS

25. **Force Account.** The Sponsor agrees that proposals to accomplish construction or engineering with the Sponsor's own personnel must receive approval from the FAA prior to Sponsor incurring costs and that no reimbursement payments will be made on that portion of this Grant until the Sponsor has received FAA approval for the force account information.
26. **Non-AIP Work in Application.** The Sponsor understands and agrees that:
  - a. The Project Application includes the planning and/or construction of Runway 6/24 pavement repairs that is not being funded with any Federal funding in this project;
  - b. Although the Sponsor has estimated a total project cost of \$7,434,865, the total allowable cost for purposes of determining Federal participation equals \$7,392,392;
  - c. It must maintain separate accounting of cost records for the AIP and non-AIP work;
  - d. All pertinent records supporting project costs must be made available for inspection and audit by the FAA when requested; and,
  - e. All non-AIP work is the sole responsibility of the Sponsor.
27. **Project Containing Paving Work in Excess of \$500,000.** The Sponsor agrees to:
  - a. Furnish a construction management program to the FAA prior to the start of construction which details 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 must 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 the 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; and
  6. Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.
    - a. Submit at completion of the project, a final test and quality assurance report documenting the summary results of all tests performed; highlighting those tests that indicated failure or that did not meet the applicable test standard. The report must include the pay reductions applied and the reasons for accepting any out-of-tolerance material. Submit interim test and quality assurance reports when requested by the FAA.
    - b. Failure to provide a complete report as described in paragraph b., or failure to perform such tests, will, absent any compelling justification, result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction will 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.
    - c. 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 test results are inaccurate.
28. **Plans and Specifications Prior to Bidding.** The Sponsor agrees that it will submit plans and specifications for FAA review prior to advertising for bids.
29. **Plans and Specifications Approval Based Upon Certification.** The FAA and the Sponsor agree that the FAA's approval of the Sponsor's Plans and Specification is based primarily upon the Sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The Sponsor understands that:
- a. The Sponsor's certification does not relieve the Sponsor of the requirement to obtain prior FAA approval for modifications to any AIP standards or to notify the FAA of any limitations to competition within the project;

- b. The FAA's acceptance of a Sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and
  - c. If the FAA determines that the Sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under this Grant.
30. **Buy American Executive Orders.** The Sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.
31. The FAA, in tendering this offer on behalf of the United States, recognizes the existence of an agency relationship between the City of Manchester, New Hampshire, as principal, and the New Hampshire Aeronautics Commission, as agent, created by an Agreement of Agency dated May 21, 1979, which is incorporated herein by reference and made a part hereof. The sponsor agrees that said Agreement of Agency will not be amended, modified or terminated without the prior written approval of the FAA.



The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

**Please read the following information:** By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.<sup>1</sup>

UNITED STATES OF AMERICA  
FEDERAL AVIATION ADMINISTRATION

*Gail Lattrell*  
Gail Lattrell (Jul 9, 2021 10:35 EDT)

(Signature)

Gail Lattrell

(Typed Name)

Director

(Title of FAA Official)

---

<sup>1</sup> Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. Section 1001 (False Statements) and could subject you to fines, imprisonment, or both.

**Part II - Acceptance**

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

**Please read the following information:** By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.<sup>2</sup>

Dated July 19, 2021

\_\_\_\_\_

City of Manchester, NH

\_\_\_\_\_  
*(Name of Sponsor)*



Theodore Kitchens (Jul 19, 2021 10:27 EDT)

\_\_\_\_\_  
*(Signature of Sponsor's Authorized Official)*

**By:** Theodore Kitchens

\_\_\_\_\_  
*(Typed Name of Sponsor's Authorized Official)*

**Title:** Airport Director

\_\_\_\_\_  
*(Title of Sponsor's Authorized Official)*

<sup>2</sup> Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. Section 1001 (False Statements) and could subject you to fines, imprisonment, or both.

**CERTIFICATE OF SPONSOR'S ATTORNEY**

I, Peter R. Chiesa, Esq. \_\_\_\_\_, 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 New Hampshire. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State, the FAA Reauthorization Act of 2018 (Public Law Number 115-254); Title 49 U.S.C., Chapters 471 and 475; 49 U.S.C. §§ 40101, et seq., and 48103; and the Department of Transportation Appropriations Act, 2021 (Public Law 116-260, Division L), as further amended by the American Rescue Plan Act of 2021 (Public Law 117-2). 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.

**Please read the following information:** By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.<sup>3</sup>

Dated at July 19, 2021

By: Peter R. Chiesa, Esq.  
Peter R. Chiesa, Esq. (Jul 19, 2021 10:31 EDT)  
*(Signature of Sponsor's Attorney)*