

Airport Sponsor Certification for Grants Funded Under the American Recovery and Reinvestment Act (ARRA)

The Sponsor hereby certifies to the following:

1. The funding request contained in this grant application is based upon competitive bids that were received on May 7, 2009 and the associated bid tabulation is hereby attached to this certification. The Sponsor complied with all State and local procurement laws and regulations applicable to competitive bidding.
2. The Sponsor hereby acknowledges FAA's need to approve and issue, as appropriate, any waiver to the Buy American Preference Requirement (BAPR) (49 USC 50101). Additionally, the Sponsor understands that any waiver request issued to the BAPR under the American Recovery and Reinvestment Act of 2009 requires specific information related to the waiver request, if granted, to be published in a Federal Register Notice. Accordingly, so as to not delay the processing of the subsequent Grant Offer and resulting contract documents between the Sponsor and the lowest responsible bidder, attached hereto are all Request for Waiver to the BAPR necessary to complete this project.
3. The Sponsor further certifies that it will issue a Notice to Proceed to the contractor (or equipment supplier in the case of equipment acquisition) within 30 days of issuance of a Grant Offer.
4. Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009) ("ARRA"), I **Omar R. Benjamin***, hereby certify that the infrastructure investment funded by ARRA has received the full review and vetting required by law and that I accept responsibility that such investment is an appropriate use of taxpayer dollars. I further certify that the specific information required by section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is enclosed and is provided on the **Port of Oakland** website, available to the public at <http://www.portoakland.com> and linked to Recovery.gov.

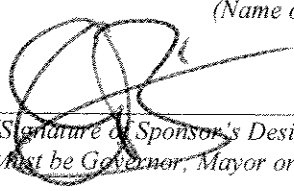
I understand that the Sponsor making application for ARRA funding may not receive ARRA infrastructure investment funding unless this certification is received by the FAA with the ARRA grant application and posted on the Sponsor's website.

** In accordance with section 1511 of ARRA, the Certifying Official may be either the Governor, mayor, or other chief executive, as appropriate.*

Port of Oakland – Oakland International Airport

(Name of Sponsor)

(SEAL)


(Signature of Sponsor's Designated Official Representative – Must be Governor, Mayor or Chief Executive)

By: **Omar R. Benjamin**

(Typed Name of Sponsor's Designated Official Representative)

Title: **Executive Director**

(Typed Title of Sponsor's Designated Official Representative)

Attest:



CERTIFICATE OF SPONSOR'S ATTORNEY

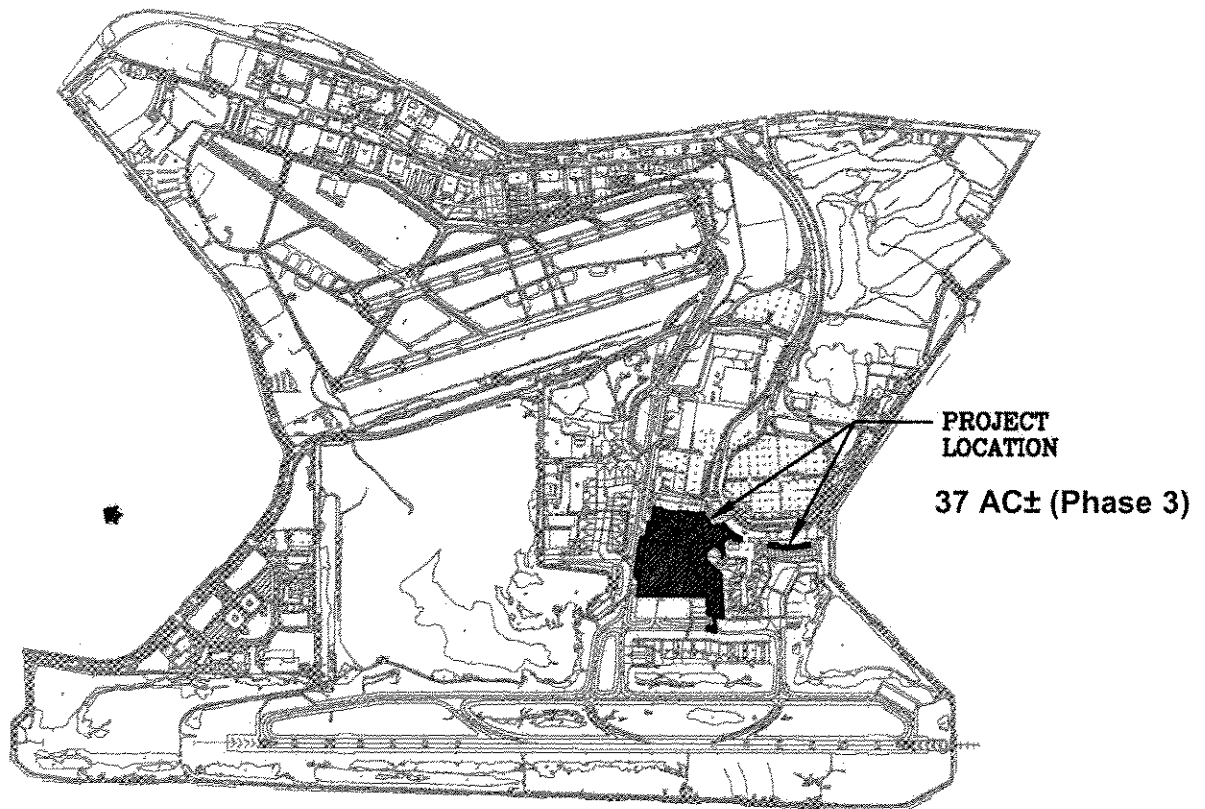
I David L. Alexander, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to certify to the above representations under the laws of the State of California. Further, I have examined representations and documentation as attached and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State.

Dated at this 2nd day of June 2009.

By: Juan O'Neil
(Signature of Sponsor's Attorney)

for David Alexander



PROJECT TITLE: East Apron Reconstruction, Phase 3 (EAP3) Improvements and Overlay of Taxilane Sierra and West Apron Ramp, South Field, OIA

PROJECT DESCRIPTION:

The EAP3 project is approximately 1.6 millions square feet in area and encompasses Taxilane Sierra, portions of the stadium Remain Overnight (RON), UPS cargo area, the airside ramp for Buildings M110 & M112, ramp adjacent to Port Maintenance shop area, Terminal 1 (T1) luggage area, and Terminal 2 (T2) tug ramp area. Within the EAP3 project area, the Port's Pavement Management System (PMS) calculates the Pavement Condition Index (PCI) of the existing pavement to be between 22 and 49, which corresponds to a "Very Poor" to "Fair" rating. It is predicted that within three years, the PCI will further deteriorate to a predicted PCI between 6 and 34, which corresponds to a "Failed" and "Poor" rating. Pavement improvement is needed to provide long-term pavement reliability to maintain existing air cargo, RON, T1 flights, and T1 and T2 baggage operations.

The EAP3 scope of work for this Project Statement includes the design and construction for the following project components:

- Asphalt concrete overlay
- Asphalt concrete replacement in areas where an overlay is not feasible
- Utility modifications to adjust manholes, vaults, pits, and other structures to new grades
- Joint sealant replacement and crack sealing of cracks in existing PCC pavement
- Construction phasing that will minimize disruption to GSE and gate operations.

- Pavement marking and striping.
- Update and removal of abandoned security control gates and fencing
- Reconstruction of T1 baggage tug ramp areas
- Reconstruction of T2 tug and equipment ramp and airside vehicle gate with new PCC pavement

Possible scope additions include:

- Hydrant fueling system modifications
- Raising taxiway centerline and edge lights at Taxilane Sierra and Tango intersection
- Storm drain structure replacement
- Water line replacement
- Utility upgrades in support of the Port's utility master plan
- Airside utilities to service aircraft RON parking positions
- Removal of defunct airside structures

The scope of hydrant fueling system modifications, if any, is not known at this time. If any hydrant fueling system modifications are necessary, the Port anticipates that the cost of the hydrant fueling system would be reimbursed by the Oakland fueling consortium (OFFC).

	ESTIMATED PROJECT COST	FAA SHARE	PORT SHARE
East Apron, Phase 3, South Field, OIA	\$1,985,358	\$1,600,000 (AIP-40 Carryover)	\$385,358
	\$2,286,884	\$1,843,000 (AIP-47 Part A)	\$443,884
	\$5,000,000	\$5,000,000 (AIP-48 ER)	\$0
	\$8,685,941	\$7,000,000 (AIP-49 Part B)	\$1,685,941
Subtotal	\$17,958,183	\$15,443,000	\$2,515,183
	\$17,741,817	\$14,298,130 (AIP Future)	\$3,443,687
Total	\$35,700,000	\$29,741,130	\$5,958,870

PROJECT JUSTIFICATION:

The Port's PMS system predicts the PCI to be between predicted PCI between 6 and 34, which corresponds to a "Failed" and "Poor" rating. This rating indicates the EAP3 project area should be prioritized for pavement improvement and rehabilitation.

CERTIFICATION:

The project, as described, entails maintaining the existing apron and taxilane in a condition that assures safe movement of aircraft in the vicinity of Terminal 1 at the airport. It involves negligible expansion of use beyond the existing apron and taxilane. This project has been determined to be categorically exempt from the requirement of the California Environmental Quality Act (CEQA) and the Port CEQA Guidelines pursuant to Section 15301, Class 1, (b), (c), and (d). Any future changes to the project description, however, will be evaluated to determine the need for additional clearance pursuant to CEQA.