



## CITY OF BRADY COUNCIL AGENDA WORK SESSION MEETING NOVEMBER 21, 2023 AT 5:00 PM

NOTICE is hereby given of a meeting of the City Council of City of Brady, McCulloch County, State of Texas, to be held at 5:00 p.m. November 21, 2023, at the City of Brady Municipal Court Building located 207 S. Elm St., Brady, Texas, for the purpose of considering the following items. The City Council of the City of Brady, Texas, reserves the right to meet in closed session on any of the items listed below should the need arise and if applicable pursuant to authorization by Title 5, Chapter 551. of the Texas Government Code.

### 1. CALL TO ORDER, ROLL CALL & CERTIFICATION OF A QUORUM

### 2. PUBLIC COMMENTS: Reserved for items NOT listed on the agenda

*Please limit individual public comments to three (3) minutes. In accordance with TX AG opinion, any public comment addressing items not on the agenda, will only be heard by the City Council. No formal action, deliberation, discussion, or comment will be made by City Council. State Law prohibits any deliberation or decisions regarding items presented in public comments. City Council may only make a statement of specific factual information given in response to the inquiry; recite an existing policy; or request staff to place the item on an agenda for a subsequent meeting.*

### 3. INDIVIDUAL CONCERNS

- A. Discussion regarding designation of essential and non-essential personnel for hiring purposes during a hiring freeze
- B. Discussion regarding funding opportunities at Curtis Field Airport

### 4. ADJOURNMENT

*I certify that this is a true and correct copy of the City of Brady City Council Meeting Agenda and that this notice as posted on the designated bulletin board at Brady City Hall, 201 E. Main St., Brady, Texas 76825; a place convenient and readily accessible to the public at all times, and said notice was posted on \_\_\_\_\_ by 5:00 p.m. and will remain posted continuously for 72 hours prior to the scheduled meeting pursuant to Chapter 551 of the Texas Government Code.*

*Tina Keys, City Secretary*

In compliance with the American with Disabilities Act, the City of Brady will provide for reasonable accommodations for persons attending public meetings at City facilities. Requests for accommodations or interpretive services must be received at least 48 hours prior to the meeting. Please contact the City Secretary at 325-597-2152 or [tkeys@bradytx.us](mailto:tkeys@bradytx.us)

**Attendance by Other Elected or Appointed Officials:** It is anticipated that members of other governmental bodies, and/or city boards, commissions and/or committees may attend the meeting in numbers that may constitute a quorum of the body, board, commission and/or committee. The members of the boards, commissions and/or committees may be permitted to participate in discussion on the same items listed on the agenda, which occur at the meeting, but no action will be taken by such in attendance unless item and action is specifically provided for on an agenda for that body, board, commission or committee subject to the Texas Open Meetings Act.

The City Council of the City of Brady reserves the right to adjourn into Executive Session at any time during the course of this meeting to discuss any of the matters listed on this agenda as authorized by the Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations regarding Real Property), 551.073 (Deliberations regarding prospective Gifts or Donations), 551.074 (Personnel Matters), 551.076 (Deliberations regarding Security Devices), 551.086 (Deliberate, vote or take final action on competitive matters of the public power utility), and 551.087 (Deliberation regarding Economic Development).

This agenda has been reviewed and approved by the City's legal counsel and the presence of any subject in any Executive Session portion of the agenda constitutes written interpretation of the Texas Government Code Chapter 551 by legal counsel for the governmental body and constitutes an opinion by the attorney that the items discussed therein may be legally discussed in the closed portion of the meeting considering available opinions of a court of record and opinions of the Texas Attorney General known to the attorney. This provision has been added to this agenda with the intent to meet all elements necessary to satisfy Texas Government Code Chapter 551.104(c) and the meeting is conducted by all participants in reliance on this opinion.

**MISSION**  
The City of Brady strives to share its history and encourage the development of diverse housing, employment, infrastructure, and opportunity through transparent management and financing for all residents and employees.

# City Council

## City of Brady, Texas

### Agenda Action Form

<b>AGENDA DATE:</b>	11/21/23	<b>AGENDA ITEM</b>	7.A.
<b>AGENDA SUBJECT:</b>	Discussion regarding designation of essential and non-essential personnel for hiring purposes during a hiring freeze		
<b>PREPARED BY:</b>	E. Corbell	<b>Date Submitted:</b>	11/16/23
<b>EXHIBITS:</b>	Personnel spreadsheet with regulatory responsibilities, purpose and staffing numbers		
<b>BUDGETARY IMPACT:</b>	<b>Required Expenditure:</b>	\$	
	<b>Amount Budgeted:</b>	\$	
	<b>Appropriation Required:</b>	\$	
<b>CITY MANAGER APPROVAL:</b>			

<b>SUMMARY:</b> Staff is requesting designation on essential and non-essential personnel for clarification on employee roles that may be filled during a city council implemented hiring freeze.  Several departments are provided for public safety, public health and public sanitation, and are also subject to oversight from outside regulatory agencies, and failure to fill such roles may be detrimental to the city's obligation to provide for the welfare of the public.
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<b>RECOMMENDED ACTION:</b> Discussion and designation on essential and non-essential personnel roles.
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DESCRIPTION				
	# of employees	# budgeted	% staffed	Notes
<b>ADMINISTRATION</b>				
Human Resources	1	1	100%	
City Secretary	1	1	100%	
City Manager	1	1	100%	
Custodian PT	1	1	100%	
<b>AIRPORT</b>				
Part Time Seasonal Lineserviceman	0	1	0%	
Part Time Lineserviceman	1	1	100%	
Airport Lineserviceman	0	0		Follows FAA and TXDot Aviation regulatory requirements
Lead Lineserviceman	1	1	100%	
Airport Manager	1	1	100%	
<b>PUBLIC PROPERTY MAINTENANCE</b>				
Maintenance I	3	3	100%	
Maintenance II	3	3	100%	
Parks Superintendent	1	1	100%	No state regulatory requirements, responsible for maintenance of city right of ways including TxDOT main thoroughfare, parks, green spaces
<b>GOLF</b>				
Part Time Seasonal Crewman	1	1	100%	
Part Time Crewman	0	0		
Groundskeeper I	2	2	100%	No regulatory requirements from outside agencies
Part Time Pro Shop Attendant	2	3	67%	
Pro Shop Attendant	1	1	100%	
Golf Course Superintendent	1	1	100%	
<b>POOL</b>				
Lifeguard, Head Lifeguard, Asst. Mgr., Manager	20	0	0%	
<b>FIRE</b>				
BVFD	12 -			Public Safety and Health
Part Time Firefighters, as needed	0	2		
Firefighter/Paramedic	1	1	100%	This employee is a Basic EMT/Firefighter
Fire Chief	1	1	100%	

	# of employees	# budgeted	% staffed	Notes
<b>POLICE</b>				
Records Clerk/Evidence Technician	1	1	100%	
Patrol - 2236 Hours	6	8	75%	
School Resource Officer	1	1	100%	
Sergeant	3	3	100%	
Lieutenant	0	0	-	
Captain	0	0	-	
Chief	1	1	100%	
<b>STREETS</b>				
Maintenance I	0	0		
Maintenance II	3	2	150%	Works in conjunction with TXDot, also helps maintain right of ways
Heavy Equipment Operator	0	1	0%	
Lead Equipment Operator	1	1	100%	*This employee serves as both the Heavy Equipment Operator and the Lead
Streets Superintendent	1	1	100%	
<b>MUNICIPAL COURT</b>				
Municipal Court Clerk	1	1	100%	Shares duties with utilities and admin
Municipal Court Judge	1	1	100%	
<b>REPAIR SHOP</b>				
Mechanic	1	1	100%	
<b>ANIMAL CONTROL</b>				
Part Time Kennel Tech	2	2	100%	*One has met the maximum allowable hours for this calendar year
Animal Control Officer	1	1	100%	
<b>EMS</b>				
Basic EMT to Paramedic Only (FT or PT) - 2756 hrs	3	5	60%	Part time only
Basic EMT Firefighter- 2756 hrs	3	10	90%	*These are budgeted under EMS/Firefighters (7) and Fire Apparatus Operators (3)
Advanced EMT Firefighter- 2756 hrs				
Paramedic Firefighter- 2756 hrs				
Captain - Basic EMT Firefighter- 2756 hrs	4	4	100%	*These are budgeted under Shift Captain (3) and Training Lieutenant (1)
Captain- Advanced EMT Firefighter- 2756 hrs				
Capt. Paramedic Firefighter/ Lt. Training Officer- 2756 hrs				
Administrative Assistant	1	1	100%	
EMS Coordinator/ Asst Chief- 2080 hrs	1	1	100%	Public Safety and Health

	# of employees	# budgeted	% staffed	Notes
<b>LAKE</b>				
Part Time Attendant	1	1	100%	
Part Time Crewman	0	1	0%	No regulatory agencies
Groundskeeper	1	1	100%	
Lake Store Attendant	1	1	100%	
<b>PURCHASING</b>				
Purchasing Agent	1	1	100%	Follows state law and city established purchasing procedures
<b>FINANCE</b>				
AP/AR Clerk	1	1	100%	Follow adopted principals from federal government on Governmental
Finance Assistant	1	1	100%	Finance practices, separation of duties
Finance Director	1	1	100%	
<b>CODE ENFORCEMENT</b>				
Compliance Coordinator	1	1	100%	Enforces local, state and federal guidelines for health
Code Enforcement Officer	1	1	100%	and safety standards
<b>ELECTRIC</b>				
Apprentice Lineman	0	1	0%	
Lineman B	2	1	200%	*Employees in training for potential advancement to A class level lineman
Lineman A	1	2	50%	Ensures adequate electric distribution to community; subject to ERCOT
Electric Superintendent	1	1	100%	and PUC regulations
<b>WASTEWATER TREATMENT PLANT</b>				
Part Time Seasonal Maintenance	1	1	100%	
Crewman	1	0	-	*This employee has been assigned as trainee for transitioning to operator
Crewman II	0	0		
Operator	1	2	50%	Subject to TCEQ regulations, public health and sanitation
Waste Water Superintendent	1	1	100%	State certification requirements
<b>PUBLIC WORKS ADMINISTRATION</b>				
Director of Public Works	1	1	100%	

	# of employees	# budgeted	% staffed	Notes
<b>WATER/WASTEWATER</b>				
Part Time Crewman	1	1	100%	
Crewman I	2	2	100%	
Crewman II	0	0		
Crew Leader	0	1	0%	
Senior Foreman	1	1	100%	
Water Superintendent	1	1	100%	
<b>WATER TREATMENT PLANT</b>				
Crewman	1	1	100%	
Water Treatment Plant Operator- B				Subject to TCEQ and EPA regulations, public health and sanitation
Water Treatment Plant Operator- AA	1	1	100%	
<b>GAS</b>				
Administrative Technician	1	1	100%	
Technician I	3	3	100%	Subject to Railroad Commission regulations
Technician II	1	1	100%	
Gas Superintendent	1	1	100%	
<b>METER SERVICES</b>				
Meter Technician	1	1	100%	
<b>BILLING &amp; COLLECTIONS</b>				
Customer Service Representative	1	1	100%	
Billing Manager	1	1	100%	
<b>SOLID WASTE</b>				
Landfill Crewman I	1	1	100%	
Refuse Collector Crewman	1	2	50%	
Refuse Truck Driver	2	2	100%	Subject to TCEQ and EPA regulations; Public health and sanitation
Heavy Equipment Operator	1	1	100%	Commercial and residential trash service including parts of county
Landfill Attendant	1	1	100%	CDL requirements
Landfill Foreman	1	1	100%	
Solid Waste Superintendent	1	1	100%	
<b>STREET SANITATION</b>				
Street Sanitation Driver	1	1	100%	

	# of employees	# budgeted	% staffed	Notes
<b>SENIOR CITIZENS</b>				
Part Time Cook Aide	2	2	100%	
Part Time Clerk	1	1	100%	
Cook	1	1	100%	
Senior Center Director	1	1	100%	
<b>CEMETERY MAINTENANCE</b>				
Crewman	1	1	100%	
<b>Total</b>	<b>113</b>	<b>126</b>	<b>90%</b>	*Excludes VFD and Pool employees



TxDOT Aviation  
Request for FY2021 Airport Coronavirus Response Grant Program

Form AVN-555  
(Rev. 5/21)  
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\_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, duly authorized  
State your full name \_\_\_\_\_ Title \_\_\_\_\_

agent for \_\_\_\_\_, hereby submit this request for Coronavirus

Response and Relief Supplemental Appropriation Act, CRRSAA, distributed through the FAA's Airport Coronavirus Response Grant Program (ACRGP), funding for \_\_\_\_\_  
Name of Airport

in the amount of \$ \_\_\_\_\_ to be used for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments.

**Name and contact information of person to be contacted on matters involving this request for funding:**

Name: \_\_\_\_\_

**Title:**

Phone number:

**Email address:**

\*By checking this box and submitting this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)\*\*

**The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.**

State	LOCID	Airport Name	City	Svc Lvl	Hub	Role	Primary Airports				CARES Funds	Non-Primary Airports			Concessions Relief		Grand Total
							Primary Entitlements	Cargo Entitlements	Enplanements Allocation	Primary Airports Subtotal		Non-Primary Allocation	Non-Primary FCT	Non-Primary Airports Subtotal	Enplanements Allocation	Admin (up to)	
TX	BBD	Curtis Field	Brady	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	BKD	Stephen County	Breckenridge	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	11R	Brenham Municipal	Brenham	GA	Regional		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000
TX	XBP	Bridgeport Municipal	Bridgeport	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	BFE	Terry County	Brownfield	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	BRO	Brownsville/South Padre Island International	Brownsville	P	N		\$ 1,452,916	\$ -	\$ 3,667	\$ 1,456,583	\$ 40,295	\$ -	\$ -	\$ -	\$ 27,716	\$ 554	\$ 1,524,594
TX	BWD	Brownwood Regional	Brownwood	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	CFD	Coulter Field	Bryan	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	BMQ	Burnet Municipal Kate Craddock Field	Burnet	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	7F3	Caddo Mills Municipal	Caddo Mills	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	T35	Cameron Municipal Airport	Cameron	GA	Unclassified		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TX	HHF	Hemphill County	Canadian	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	CZT	Dimmit County	Carizzo Springs	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	4F2	Panola County Sharpe Field	Carthage	GA	Unclassified		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TX	CVB	Castroville Municipal	Castroville	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	F17	Center Municipal	Center	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	LBR	Clarksville/Red River County-J D Trissell Field	Clarksville	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	CPT	Cleburne Regional	Cleburne	GA	Regional		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000
TX	GR3	Cleveland Municipal	Cleveland	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	7F7	Clifton Municipal/Ishenower Field	Clifton	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	COM	Coleman Municipal	Coleman	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	CLL	Easterwood Field	College Station	P	N		\$ 1,131,853	\$ -	\$ 2,375	\$ 1,134,228	\$ 26,104	\$ -	\$ -	\$ -	\$ 17,955	\$ 359	\$ 1,178,287
TX	MKN	Comanche County-City	Comanche	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	2F7	Commerce Municipal	Commerce	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	CRP	Corpus Christi International	Corpus Christi	P	N		\$ 2,486,167	\$ -	\$ 9,297	\$ 2,495,463	\$ 102,167	\$ -	\$ -	\$ -	\$ 70,272	\$ 1,405	\$ 2,667,902
TX	CRS	C David Campbell Field-Corsicana Municipal	Corsicana	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	COT	Cotulla-La Salle County	Cotulla	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	DKR	Houston County	Crockett	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	T71	Cuero Municipal	Cuero	GA	Unclassified		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TX	DHT	Dalhart Municipal	Dalhart	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	DAL	Dallas Love Field	Dallas	P	M		\$ 11,110,506	\$ -	\$ 228,952	\$ 11,339,458	\$ 2,516,122	\$ -	\$ -	\$ -	\$ 1,730,634	\$ 34,612	\$ 15,586,214
TX	TK1	McKinney National	Dallas	R	National		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,000	\$ 34,162	\$ 91,162	\$ -	\$ -	\$ 91,162
TX	RBD	Dallas Executive	Dallas	R	National		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,000	\$ 34,162	\$ 91,162	\$ -	\$ -	\$ 91,162
TX	ADS	Addison	Dallas	R	National		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,000	\$ -	\$ 57,000	\$ -	\$ -	\$ 57,000
TX	49T	Dallas CBD Vertiport	Dallas	GA	Unclassified		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TX	DFW	Dallas-Fort Worth International	Dallas-Fort Worth	P	L		\$ 38,808,573	\$ 1,606,224	\$ 1,013,743	\$ 41,428,540	\$ 11,140,792	\$ -	\$ -	\$ -	\$ 7,662,838	\$ 153,256	\$ 60,232,170
TX	LUD	Decatur Municipal	Decatur	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	DRT	Del Rio International	Del Rio	P	N		\$ 1,000,000	\$ -	\$ 636	\$ 1,000,636	\$ 6,987	\$ -	\$ -	\$ -	\$ 4,806	\$ 96	\$ 1,012,429
TX	DTO	Denton Enterprise	Denton	R	National		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,000	\$ 34,162	\$ 91,162	\$ -	\$ -	\$ 91,162
TX	23R	Devine Municipal	Devine	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	T55	Dimmitt Municipal	Dimmitt	GA	Unclassified		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TX	DUX	Moore County	Dumas	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	ELA	Eagle Lake	Eagle Lake	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	ST9	Maverick County Memorial International	Eagle Pass	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	ETN	Eastland Municipal	Eastland	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	EBG	South Texas International at Edinburg	Edinburg	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	26R	Jackson County	Edna	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	ELP	El Paso International	El Paso	P	S		\$ 4,775,770	\$ 213,868	\$ 49,464	\$ 5,039,102	\$ 543,601	\$ -	\$ -	\$ -	\$ 373,898	\$ 7,477	\$ 5,956,601
TX	F41	Ennis Municipal	Ennis	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000
TX	E35	Fabens	Fabens	GA	Unclassified		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TX	BKS	Brooks County	Falfurrias	GA	Unclassified		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TX	41F	Floydada Municipal	Floydada	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	GRK	Robert Gray AAF	Fort Hood/Killeen	P	N		\$ 1,698,476	\$ -	\$ 5,005	\$ 1,703,481	\$ 54,999	\$ -	\$ -	\$ -	\$ 37,830	\$ 756	\$ 1,796,310
TX	FST	Fort Stockton-Pecos County	Fort Stockton	GA	Local		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ 13,000
TX	APW	Fort Worth Alliance	Fort Worth	R	National		\$ -	\$ 343,934	\$ -	\$ 343,934	\$ -	\$ 57,000	\$ -	\$ 57,000	\$ -	\$ -	\$ 400,934
TX	FWS	Fort Worth Spinks	Fort Worth	R	Regional		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ 34,162	\$ 57,162	\$ -	\$ -	\$ 57,162
TX	FTW	Fort Worth Meacham International	Fort Worth	R	National		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,000	\$ -	\$ 57,000	\$ -	\$ -	\$ 57,000
TX	T82	Gillespie County	Fredericksburg	GA	Regional		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000
TX	GLE	Gainesville Municipal	Gainesville	GA	Regional		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000
TX	GLS	Scholes International at Galveston	Galveston	R	Regional		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ 34,162	\$ 57,162	\$ -	\$ -	\$ 57,162
TX	T57	Garland/DFW Heloplex	Garland	GA	Basic		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ -	\$ 9,000	\$ -	\$ -	\$ 9,000



**TxDOT Aviation  
Request for FY2021  
Airport Rescue Grant Program Funding**

Form AVN-556  
(9/21)  
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I \_\_\_\_\_, duly authorized  
State your full name \_\_\_\_\_, Title \_\_\_\_\_

agent for \_\_\_\_\_ **i**, hereby submit this request for Airport Rescue  
Name of Entity \_\_\_\_\_

Grant funding through the American Rescue Plan Act, ARPA \_\_\_\_\_  
Name of Airport \_\_\_\_\_

in the amount of \$ \_\_\_\_\_ to be used for costs related to operations, personnel, cleaning, sanitization,  
janitorial services, combating the spread of pathogens at the airport, and debt service payments.

**Name and contact information of person to be contacted on matters involving this request for funding:**

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Phone number: \_\_\_\_\_

Email address: \_\_\_\_\_

**\*By checking this box and submitting this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

**\*\*The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.**

ARPA

Airport Rescue Grants - Allocations

State	LOCID	Airport Name	City	Svc Lvl	Hub	Role	Primary Airports				Non-Primary Allocation	Concessions Relief			Grand Total
							Primary Entitlements	Cargo Entitlements	Enplanements Allocation	Primary Airports Subtotal		Small Business Concession	Large Business Concession	Concession Subtotal	
TN	MNV	Monroe County	Madisonville	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	RNC	Warren County Memorial	McMinnville	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	MEM	Memphis International	Memphis	P	S		\$ 5,348,442	\$ 30,597,881	\$ 11,426,826	\$ 47,373,149	\$ -	\$ 1,588,960	\$ 397,240	\$ 1,986,200	\$ 49,359,349
TN	M01	General Dewitt Spain	Memphis	R		Regional	\$ -	\$ -	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ -	\$ 59,000
TN	NQA	Millington-Memphis	Millington	GA		Regional	\$ -	\$ -	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ -	\$ 59,000
TN	2MB	Charles W Baker	Millington	R		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	MOR	Moore-Murrell	Morristown	GA		Regional	\$ -	\$ -	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ -	\$ 59,000
TN	6A4	Johnson County	Mountain City	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	MBT	Murfreesboro Municipal	Murfreesboro	GA		Regional	\$ -	\$ -	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ -	\$ 59,000
TN	BNA	Nashville International	Nashville	P	M		\$ 11,965,654	\$ 368,731	\$ 44,040,854	\$ 56,375,239	\$ -	\$ 6,124,110	\$ 1,531,027	\$ 7,655,137	\$ 64,030,376
TN	JWN	John C Tune	Nashville	R		National	\$ -	\$ -	\$ -	\$ 148,000	\$ -	\$ -	\$ -	\$ -	\$ 148,000
TN	SCX	Scott Municipal	Oneida	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	PHT	Henry County	Paris	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	1MS	Portland Municipal	Portland	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	GZS	Abernathy Field	Pulaski	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	RKW	Rockwood Municipal	Rockwood	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	RVN	Hawkins County	Rogersville	GA		Basic	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000
TN	SNH	Savannah-Hardin County	Savannah	GA		Basic	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000
TN	SZY	Robert Sibley	Selmer	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	GKT	Gatlinburg-Pigeon Forge	Sevierville	GA		Regional	\$ -	\$ -	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ -	\$ 59,000
TN	UDS	Franklin County	Sewanee	GA		Basic	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000
TN	SYI	Bomar Field-Shelbyville Municipal	Shelbyville	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	OA3	Smithville Municipal	Smithville	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	MQY	Smyrna	Smyrna	R		National	\$ -	\$ -	\$ -	\$ 148,000	\$ -	\$ -	\$ -	\$ -	\$ 148,000
TN	FYE	Fayette County	Somerville	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	SRB	Upper Cumberland Regional	Sparta	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	M91	Springfield Robertson County	Springfield	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	3A2	New Tazewell Municipal	Tazewell	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	TGC	Gibson County	Trenton	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	THA	Tullahoma Regional Airport/Wm Northern Fic Tullahoma	GA			Regional	\$ -	\$ -	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ -	\$ 59,000
TN	UCY	Everett-Stewart Regional	Union City	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TN	0M5	Humphreys County	Waverly	GA		Basic	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000
TN	BGF	Winchester Municipal	Winchester	GA		Regional	\$ -	\$ -	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ -	\$ 59,000
TX	ABI	Abilene Regional	Abilene	P	N	Unclassified	\$ 1,110,855	\$ -	\$ 403,229	\$ 1,514,084	\$ -	\$ 56,071	\$ 14,018	\$ 70,089	\$ 1,584,173
TX	ALI	Alice International	Alice	GA			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TX	E38	Alpine-Casparis Municipal	Alpine	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	AMA	Rick Husband Amarillo International	Amarillo	P	N		\$ 2,616,245	\$ -	\$ 1,740,430	\$ 4,356,675	\$ -	\$ 242,016	\$ 60,504	\$ 302,520	\$ 4,659,195
TX	T00	Chambers County	Anahuac	GA		Basic	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000
TX	E11	Andrews County	Andrews	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	LBX	Texas Gulf Coast Regional	Angleton/Lake Jackson	R		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	GKY	Arlington Municipal	Arlington	R		Regional	\$ -	\$ -	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ -	\$ 59,000
TX	T60	Stonewall County	Aspermont	GA		Basic	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000
TX	F44	Athens Municipal	Athens	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	ATA	Hall-Miller Municipal	Atlanta	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	AUS	Austin-Bergstrom International	Austin	P	M		\$ 11,537,410	\$ 681,587	\$ 41,930,183	\$ 54,149,180	\$ -	\$ 5,830,610	\$ 1,457,653	\$ 7,288,263	\$ 61,437,443
TX	HYI	San Marcos Regional	Austin	R		National	\$ -	\$ -	\$ -	\$ 148,000	\$ -	\$ -	\$ -	\$ -	\$ 148,000
TX	BYI	Bay City Regional	Bay City	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	BMT	Beaumont Municipal	Beaumont	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	BPT	Jack Brooks Regional	Beaumont/Port Arthur	P	N		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TX	BEA	Beeville Municipal	Beeville	GA		Basic	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000
TX	BPG	Big Spring McMahon-Wrinkle	Big Spring	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	F00	Jones Field	Bonham	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	BGD	Hutchinson County	Borger	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	OF2	Bowie Municipal	Bowie	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	BBD	Curtis Field	Brady	GA		Local	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ -	\$ 32,000
TX	BKD	Stephens County	Breckenridge	GA		Basic	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000

**(17) Fueling Facilities – Rehabilitating or Replacing.** Unless otherwise eligible and approved under the Voluntary Airport Low Emission Program (VALE) or the Zero Emission Vehicle and Infrastructure Pilot Program (ZEV), the following is not eligible:

- (a) Constructing a new fuel farm if the airport already has a fuel farm, even if the existing fuel farm has reached the end of its useful life (AIP can only fund initial construction, then the facility is expected to be self-supporting).
- (b) Projects to address environmental deficiencies.
- (c) Replacing individual components like fuel tanks, even if the purpose is to provide more capacity. Only adding supplemental tanks are allowed if justified.

FY2022 Bipartisan Infrastructure Law Airport Allocations  
December 16, 2021

State	LOCID	Airport Name	City	Total
TX	OF2	Bowie Municipal	Bowie	\$ 159,000
TX	BBD	Curtis Field	Brady	\$ 159,000
TX	BKD	Stephens County	Breckenridge	\$ 110,000
TX	11R	Brenham Municipal	Brenham	\$ 295,000
TX	XBP	Bridgeport Municipal	Bridgeport	\$ 159,000
TX	BFE	Terry County	Brownfield	\$ 159,000
TX	BRO	Brownsville/South Padre Island International	Brownsville	\$ 1,536,828
TX	BWD	Brownwood Regional	Brownwood	\$ 159,000
TX	CFD	Coulter Field	Bryan	\$ 159,000
TX	BMQ	Burnet Municipal Kate Craddock Field	Burnet	\$ 159,000
TX	7F3	Caddo Mills Municipal	Caddo Mills	\$ 159,000
TX	HHF	Hemphill County	Canadian	\$ 159,000
TX	CZT	Dimmit County	Carrizo Springs	\$ 110,000
TX	CVB	Castroville Municipal	Castroville	\$ 159,000
TX	F17	Center Municipal	Center	\$ 159,000
TX	LBR	Clarksville/Red River County-J D Trissell Field	Clarksville	\$ 110,000
TX	CPT	Cleburne Regional	Cleburne	\$ 295,000
TX	6R3	Cleveland Municipal	Cleveland	\$ 159,000
TX	7F7	Clifton Municipal/Isenhower Field	Clifton	\$ 110,000
TX	COM	Coleman Municipal	Coleman	\$ 159,000
TX	CLL	Easterwood Field	College Station	\$ 1,186,213
TX	MKN	Comanche County-City	Comanche	\$ 110,000
TX	2F7	Commerce Municipal	Commerce	\$ 110,000
TX	CRP	Corpus Christi International	Corpus Christi	\$ 2,721,752
TX	CRS	C David Campbell Field-Corsicana Municipal	Corsicana	\$ 159,000
TX	COT	Cotulla-La Salle County	Cotulla	\$ 110,000
TX	DKR	Houston County	Crockett	\$ 159,000
TX	DHT	Dalhart Municipal	Dalhart	\$ 159,000
TX	DAL	Dallas Love Field	Dallas	\$ 16,350,188

FY 24 Same as 23

**Bipartisan Infrastructure Law (BIL)**  
**FY23 Airport Infrastructure Grant (AIG) Program Formulation Allocations**

<b>State</b>	<b>City</b>	<b>Airport</b>	<b>Locid</b>	<b>Amount</b>
TX	Beaumont/Port Arthur	Jack Brooks Regional	BPT	\$1,018,623
TX	Beeville	Beeville Municipal	BEA	\$113,000
TX	Big Spring	Big Spring McMahon-Wrinkle	BPG	\$145,000
TX	Bonham	Jones Field	F00	\$145,000
TX	Borger	Hutchinson County	BGD	\$145,000
TX	Bowie	Bowie Municipal	OF2	\$145,000
TX	Brady	Curtis Field	BBD	\$145,000
TX	Breckenridge	Stephens County	BKD	\$113,000
TX	Brenham	Brenham Municipal	11R	\$292,000
TX	Bridgeport	Bridgeport Municipal	XBP	\$113,000
TX	Brownfield	Terry County	BFE	\$145,000
TX	Brownsville	Brownsville/South Padre Island International	BRO	\$1,736,284
TX	Brownwood	Brownwood Regional	BWD	\$145,000
TX	Bryan	Coulter Field	CFD	\$292,000
TX	Burnet	Burnet Municipal Kate Craddock Field	BMQ	\$145,000
TX	Caddo Mills	Caddo Mills Municipal	7F3	\$145,000
TX	Canadian	Hemphill County	HHF	\$145,000
TX	Carrizo Springs	Dimmit County	CZT	\$113,000
TX	Castroville	Castroville Municipal	CVB	\$145,000
TX	Center	Center Municipal	F17	\$145,000
TX	Clarksville	Clarksville/Red River County-J D Trissell Field	LBR	\$113,000
TX	Cleburne	Cleburne Regional	CPT	\$145,000
TX	Cleveland	Cleveland Municipal	6R3	\$145,000
TX	Clifton	Clifton Municipal/Isenhower Field	7F7	\$145,000
TX	Coleman	Coleman Municipal	COM	\$145,000
TX	College Station	Easterwood Field	CLL	\$1,185,562
TX	Comanche	Comanche County-City	MKN	\$145,000
TX	Commerce	Commerce Municipal	2F7	\$113,000
TX	Corpus Christi	Corpus Christi International	CRP	\$2,719,206
TX	Corsicana	C David Campbell Field-Corsicana Municipal	CRS	\$145,000
TX	Cotulla	Cotulla-La Salle County	COT	\$113,000

## **Lisa Perry**

---

**From:** David Kirkpatrick <David.Kirkpatrick@txdot.gov>  
**Sent:** Monday, October 30, 2023 8:17 AM  
**To:** Lisa Perry  
**Cc:** Stephanie Kleiber  
**Subject:** RE: Info

Lisa,

Good morning. I hope you are well and had a great weekend. I wanted to get back to you regarding the fuel system and the answers we have received from FAA. I hate to be the bearer of bad news on a Monday, but it looks like the FAA is not going to support any fuel project that is not a first time, initial install. The reference and answer below is from the Texas ADO office. Andrew provided the below response.

"Thanks for reaching out.

Our currently published guidance as you cited below does still reflect the ineligibility of rehabilitation of an existing fuel farm. In addition this is also stated in the AIP handbook in Table C-2, Item 17:

Fueling Facilities – Rehabilitating or Replacing. Unless otherwise eligible and approved under the Voluntary Airport Low Emission Program (VALE) or the Zero Emission Vehicle and Infrastructure Pilot Program (ZEV), the following is not eligible:

- (a) Constructing a new fuel farm if the airport already has a fuel farm, even if the existing fuel farm has reached the end of its useful life (AIP can only fund initial construction, then the facility is expected to be self-supporting).
- (b) Projects to address environmental deficiencies.
- (c) Replacing individual components like fuel tanks, even if the purpose is to provide more capacity. Only adding supplemental tanks are allowed if justified.

If any new guidance is issued we are happy to reevaluate any proposed project submissions from State Block Grant airports."

In a short answer the FAA is citing the AIP handbook as this being an ineligible project. I have asked for further clarification and guidance three different times and was given this response each time. FAA will not allow use of IIJA or NPE money on any fuel system if the sponsor already has a system in place.

I hope to keep wearing them down on this one and receiving a more favorable answer, but right now this is the answer I have.

I know this is going to hinder your planning significantly. If I receive additional information I will pass it along.

David Kirkpatrick  
Business Ops Project Manager  
Mobile: 737-291-1374  
Office: 512-416-4500  
[David.Kirkpatrick@txdot.gov](mailto:David.Kirkpatrick@txdot.gov)

[TxDOT.gov](http://TxDOT.gov) | [Texas Highways Magazine](http://TexasHighwaysMagazine.com) | [Get Involved](http://GetInvolved)

[lperry@bradytx.us](mailto:lperry@bradytx.us)

[critisfld@centex.net](mailto:critisfld@centex.net)

**From:** David Kirkpatrick <[David.Kirkpatrick@txdot.gov](mailto:David.Kirkpatrick@txdot.gov)>

**Sent:** Friday, October 27, 2023 7:58 AM

**To:** Lisa Perry <[lperry@bradytx.us](mailto:lperry@bradytx.us)>

**Cc:** Stephanie Kleiber <[Stephanie.Kleiber@txdot.gov](mailto:Stephanie.Kleiber@txdot.gov)>

**Subject:** RE: Info

Lisa,

Good morning and thank you for reaching out regarding the fuel system. We at TxDOT have been working with the FAA regarding fuel systems. The last information we have from the Texas ADO (Andrew) is, if the sponsor has a fuel system installed there will be some IIJA restrictions for approval from the FAA side. We are working through this, and I have included Stephanie, our new planning director, on this email for continuity.

So, she and I have a thorough understanding, can you explain exactly what you are looking for with the fuel again? You already have tanks installed but no self-service, correct? Were the tanks installed using Federal Funding?

David Kirkpatrick  
Business Ops Project Manager  
Mobile: 737-291-1374  
Office: 512-416-4500  
[David.Kirkpatrick@txdot.gov](mailto:David.Kirkpatrick@txdot.gov)  
[TxDOT.gov](http://TxDOT.gov) | [Texas Highways Magazine](http://TexasHighwaysMagazine.com) | [Get Involved](http://GetInvolved.TxDOT.gov)



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**From:** Lisa Perry <[lperry@bradytx.us](mailto:lperry@bradytx.us)>

**Sent:** Thursday, October 26, 2023 3:37 PM

**To:** David Kirkpatrick <[David.Kirkpatrick@txdot.gov](mailto:David.Kirkpatrick@txdot.gov)>

**Subject:** RE: Info

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**From:** Lisa Perry <[lperry@bradytx.us](mailto:lperry@bradytx.us)>  
**Sent:** Wednesday, October 25, 2023 12:42 PM  
**To:** David Kirkpatrick <[David.Kirkpatrick@txdot.gov](mailto:David.Kirkpatrick@txdot.gov)>  
**Subject:** RE: Info

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I think I am good right now, the meeting went well and if anything comes from it I will tag up then.

*Lisa Perry*

Airport Manager

Curtis Field Airport

Brady, Tx.

O. (325) 597-1461

C. (325)456-1595

[lperry@bradytx.us](mailto:lperry@bradytx.us)

[crtisfld@centex.net](mailto:crtisfld@centex.net)

**From:** David Kirkpatrick <[David.Kirkpatrick@txdot.gov](mailto:David.Kirkpatrick@txdot.gov)>  
**Sent:** Monday, October 23, 2023 4:06 PM  
**To:** Lisa Perry <[lperry@bradytx.us](mailto:lperry@bradytx.us)>  
**Subject:** Re: Info

Lisa,

I've been traveling to airports. I just got service back. Can I give you a call tomorrow?

# List of Grant Assurances

09/30/2009

5190.6B

**Table 4.1 Grant Assurance Applicability**

Grant Assurance	<u>Airport Sponsor</u>			Nonsponsor	
	Development	Noise	Planning	Noise	Planning
<b>Grant Assurance</b>					
<b>#1 General Federal Requirements</b>	X	X	X	X	X
<b>2 Responsibility and Authority of the Sponsor</b>	X	X	X	X	X
<b>3 Sponsor Fund Availability</b>	X	X	X	X	X
<b>4 Good Title</b>	X	X		X	
<b>5 Preserving Rights and Powers</b>	X	X	X	X	X
<b>6 Consistency with Local Plans</b>	X	X	X	X	X
<b>7 Consideration of Local Interest</b>	X	X		X	
<b>8 Consultation with Users</b>	X	X			
<b>#9 Public Hearings</b>	X	X			
<b>#10 Air and Water Quality Standards</b>	X	X			
<b>#11 Pavement Preventive Maintenance</b>	X	X			
<b>#12 Terminal Development Prerequisites</b>	X	X			
<b>#13 Accounting System, Audit and Record Keeping</b>	X	X	X	X	X
<b>#14 Minimum Wage Rates</b>	X	X		X	
<b>#15 Veteran's Preference</b>	X	X		X	
<b>#16 Conformity to Plans and Specifications</b>	X	X		X	
<b>#17 Construction Inspection and Approval</b>	X	X		X	
<b>#18 Planning Projects</b>	X	X	X		X
<b>#19 Operations and Maintenance</b>	X	X		X	
<b>#20 Hazard Removal and Mitigation</b>	X	X		X	
<b>#21 Compatible Land Use</b>	X	X		X	
<b>#22 Economic Nondiscrimination</b>	X	X			
<b>#23 Exclusive Rights</b>	X	X			
<b>#24 Fee and Rental Structure</b>	X	X			
<b>#25 Airport Revenues</b>	X	X			
<b>#26 Reports and Inspections</b>	X	X		X	X
<b>#27 Use by Federal Government Aircraft</b>	X	X			
<b>#28 Land for Federal Facilities</b>	X	X			
<b>#29 Airport Layout Plan</b>	X	X			
<b>#30 Civil Rights</b>	X	X	X	X	X
<b>#31 Disposal of Land</b>	X	X		X	
<b>#32 Engineering and Design Services</b>	X	X	X	X	X
<b>#33 Foreign Market Restrictions</b>	X	X	X	X	X
<b>#34 Policies, Standards, and Specifications</b>	X	X	X		X
<b>#35 Relocation and Real Property Acquisition</b>	X	X		X	
<b>#36 Access by Intercity Buses</b>	X	X			
<b>#37 Disadvantaged Business Enterprises (DBE)</b>	X	X		X	X
<b>#38 Hangar Construction</b>	X	X			
<b>#39 Competitive Access</b>	X	X			

\* Standard grant assurances for nonairport sponsors of noise compatibility programs and for planning agency sponsors of planning programs are numbered differently and vary slightly in language.



**FAA  
Airports**

## **ASSURANCES**

### **Airport Sponsors**

---

#### **A. General.**

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

#### **B. Duration and Applicability.**

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

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

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

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

### 3. **Airport Planning Undertaken by a Sponsor.**

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

## C. Sponsor Certification.

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

### 1. **General Federal Requirements.**

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

#### **Federal Legislation**

---

- a. Title 49, U.S.C., subtitle VII, as amended.
- b. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.<sup>1</sup>
- c. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- d. Hatch Act – 5 U.S.C. 1501, et seq.<sup>2</sup>
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et seq.<sup>1,2</sup>
- f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).
- g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.<sup>1</sup>
- h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended.
- j. Coastal Zone Management Act, P.L. 93-205, as amended.
- k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.<sup>1</sup>
- l. Title 49, U.S.C., Section 303, (formerly known as Section 4(f))
- m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968 -42 U.S.C. 4151, et seq.<sup>1</sup>
- s. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.<sup>1</sup>
- t. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.<sup>1</sup>
- u. Copeland Anti-kickback Act - 18 U.S.C. 874.1
- v. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.<sup>1</sup>
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- x. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.<sup>2</sup>
- y. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

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

### **Executive Orders**

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- a. Executive Order 11246 - Equal Employment Opportunity<sup>1</sup>
- b. Executive Order 11990 - Protection of Wetlands
- c. Executive Order 11998 – Flood Plain Management
- d. Executive Order 12372 - Intergovernmental Review of Federal Programs
- e. Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New Building Construction<sup>1</sup>
- f. Executive Order 12898 - Environmental Justice

### **Federal Regulations**

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

- p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.<sup>1 2</sup>
- q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Programs.
- r. 49 CFR Part 27 – Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.<sup>1</sup>
- s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities conducted by the Department of Transportation.
- t. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.
- u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance)
- v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.

### **Specific Assurances**

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

### **Footnotes to Assurance C.1.**

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<sup>1</sup> These laws do not apply to airport planning sponsors.

<sup>2</sup> These laws do not apply to private sponsors.

<sup>3</sup> 49 CFR Part 18 and 2 CFR Part 200 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

<sup>4</sup> On December 26, 2013 at 78 FR 78590, the Office of Management and Budget (OMB) issued the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards in 2 CFR Part 200. 2 CFR Part 200 replaces and combines the former Uniform Administrative Requirements for Grants (OMB Circular A-102 and Circular A-110 or 2 CFR Part 215 or Circular) as well as the Cost Principles (Circulars A-21 or 2 CFR part 220; Circular A-87 or 2 CFR part 225; and A-122, 2 CFR part 230). Additionally it replaces Circular A-133 guidance on the Single Annual Audit. In accordance with 2 CFR section 200.110, the standards set forth in Part 200 which affect administration of Federal awards issued by Federal agencies become effective once implemented by Federal agencies or when any future amendment to this Part becomes final. Federal agencies, including the Department of Transportation, must implement the policies and procedures applicable to Federal awards by promulgating a regulation to be effective by December 26, 2014 unless different provisions are required by statute or approved by OMB.

<sup>5</sup> Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.

<sup>6</sup> Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

**2. Responsibility and Authority of the Sponsor.**

a. Public Agency Sponsor:

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

b. Private Sponsor:

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

**3. Sponsor Fund Availability.**

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

**4. Good Title.**

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

**5. Preserving Rights and Powers.**

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

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

**6. Consistency with Local Plans.**

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

**7. Consideration of Local Interest.**

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

**8. Consultation with Users.**

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

**9. Public Hearings.**

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

**10. Metropolitan Planning Organization.**

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

**11. Pavement Preventive Maintenance.**

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

**12. Terminal Development Prerequisites.**

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

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

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

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

**14. Minimum Wage Rates.**

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

**15. Veteran's Preference.**

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

**16. Conformity to Plans and Specifications.**

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

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

**17. Construction Inspection and Approval.**

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

**18. Planning Projects.**

In carrying out planning projects:

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

**19. Operation and Maintenance.**

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal,

state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for-

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

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

## **20. Hazard Removal and Mitigation.**

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

## **21. Compatible Land Use.**

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

## **22. Economic Nondiscrimination.**

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

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

- 1) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
- 2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

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

**23. Exclusive Rights.**

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

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

**24. Fee and Rental Structure.**

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

**25. Airport Revenues.**

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

operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

- 2) If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
- 3) Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.

- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

## **26. Reports and Inspections.**

It will:

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

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

**27. Use by Government Aircraft.**

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

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

**28. Land for Federal Facilities.**

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

**29. Airport Layout Plan.**

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

roads), including all proposed extensions and reductions of existing airport facilities;

- 3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon; and
- 4) all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

### **30. Civil Rights.**

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

- a. Using the definitions of activity, facility and program as found and defined in §§ 21.23 (b) and 21.23 (e) of 49 CFR § 21, the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by, or pursuant to these assurances.
- b. Applicability
  - 1) Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
  - 2) Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

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

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

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

“The **(Name of Sponsor)**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises and airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
- e. Required Contract Provisions.
  - 1) It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT, and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
  - 2) It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
  - 3) It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
  - 4) It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin, creed, sex, age, or handicap as a

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

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

### **31. Disposal of Land.**

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

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

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

### **32. Engineering and Design Services.**

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

### **33. Foreign Market Restrictions.**

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

### **34. Policies, Standards, and Specifications.**

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

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

**35. Relocation and Real Property Acquisition.**

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

**36. Access By Intercity Buses.**

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

**37. Disadvantaged Business Enterprises.**

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

**38. Hangar Construction.**

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

**39. Competitive Access.**

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

## **Lisa Perry**

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**From:** Mollie Klenzendorf <Mollie.Klenzendorf@txdot.gov>  
**Sent:** Friday, December 2, 2022 3:40 PM  
**To:** Lisa Perry  
**Subject:** RE: ARPA/CRSSA

\$32,000 ARPA and \$13,000 CRRSAA.

**From:** Mollie Klenzendorf <Mollie.Klenzendorf@txdot.gov>  
**Sent:** Friday, December 2, 2022 1:40 PM  
**To:** Lisa Perry <lperry@bradytx.us>  
**Subject:** Re: ARPA/CRSSA

I'm checking. There's a spreadsheet somewhere out there I'm just waiting for our funding specialist to tell me where it's saved. Seems like it keeps getting moved around...

Get [Outlook for iOS](#)

**From:** Lisa Perry <lperry@bradytx.us>  
**Sent:** Friday, December 2, 2022 11:05:12 AM  
**To:** Mollie Klenzendorf <Mollie.Klenzendorf@txdot.gov>  
**Subject:** Re: ARPA/CRSSA

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Can you tell me what our dollar values are please?

## *Lisa Perry*

Airport Manager

Curtis Field Airport

Brady, Tx.

O. (325) 597-1461

C. (325)456-1595

[lperry@bradytx.us](mailto:lperry@bradytx.us)

[crtisfld@centex.net](mailto:crtisfld@centex.net)

## **Lisa Perry**

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**From:** Michael Van Vliet <Michael.VanVliet@txdot.gov>  
**Sent:** Tuesday, November 23, 2021 7:20 AM  
**To:** Lisa Perry; Erin Corbell  
**Subject:** RE: CRISA and ARPA Funding Opportunities

Lisa,

Since we are a Block Grant State we have been allocated the funding by the FAA already so the November 30<sup>th</sup> application date doesn't apply. There actually is no due date to apply but the funds do need to be spent by a certain date. For CRRSAA it is 5/2025 and ARPA it is 8/2025.

Thank you,

**Michael E. Van Vliet**  
Airport Planner  
TxDOT Aviation Division  
150 E. Riverside Drive, Austin, TX 78704  
512.416.4534 (ph)  
512.803.5318 (c)  
512.416.4510 (fax)  
[michael.vanvliet@txdot.gov](mailto:michael.vanvliet@txdot.gov)



**From:** Lisa Perry <lperry@bradytx.us>  
**Sent:** Monday, November 22, 2021 4:04 PM  
**To:** Michael Van Vliet <Michael.VanVliet@txdot.gov>; Erin Corbell <ecorbell@bradytx.us>  
**Subject:** Re: CRISA and ARPA Funding Opportunities

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I see a November 30, 2021 deadline to apply for funding, do I need to get this accomplished by that date?

*Lisa Perry*

Airport Manager

Curtis Field Airport

Brady, Tx.

O. (325) 597-1461

C. (325)456-1595

[lperry@bradytx.us](mailto:lperry@bradytx.us)

[crtisfld@centex.net](mailto:crtisfld@centex.net)

**From:** Michael Van Vliet <[Michael.VanVliet@txdot.gov](mailto:Michael.VanVliet@txdot.gov)>  
**Sent:** Monday, November 22, 2021 3:03 PM  
**To:** Lisa Perry <[lperry@bradytx.us](mailto:lperry@bradytx.us)>; Erin Corbell <[ecorbell@bradytx.us](mailto:ecorbell@bradytx.us)>  
**Subject:** Re: CRISA and ARPA Funding Opportunities

I apologize. You are correct, I was thinking about your neighboring airport. With that said fuel, payroll, and/or utilities are the simplest methods for seeking your allocation of CRRSAA and ARPA.

**Michael E. Van Vliet**

Airport Planner

TxDOT Aviation Division

150 E. Riverside Drive, Austin, TX 78704

512.416.4534 (ph)

512.803.5318 (c)

[512.416.4510](tel:512.416.4510) (fax)

[michael.vanvliet@txdot.gov](mailto:michael.vanvliet@txdot.gov)

**From:** Lisa Perry <[lperry@bradytx.us](mailto:lperry@bradytx.us)>  
**Sent:** Monday, November 22, 2021 2:50:42 PM  
**To:** Erin Corbell <[ecorbell@bradytx.us](mailto:ecorbell@bradytx.us)>; Michael Van Vliet <[Michael.VanVliet@txdot.gov](mailto:Michael.VanVliet@txdot.gov)>  
**Subject:** Re: CRISA and ARPA Funding Opportunities

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Just a note:

I know that many airports submitted invoices but we did not submit fuel invoices for CARES, we elected to have those funds live with TXDot and be applied to the sponsor match for the drainage project.

Lisa

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**From:** Michael Van Vliet <[Michael.VanVliet@txdot.gov](mailto:Michael.VanVliet@txdot.gov)>  
**Sent:** Monday, November 22, 2021 1:20 PM  
**To:** Lisa Perry <[lperry@bradytx.us](mailto:lperry@bradytx.us)>; Erin Corbell <[ecorbell@bradytx.us](mailto:ecorbell@bradytx.us)>  
**Subject:** RE: CRISA and ARPA Funding Opportunities

Lisa & Erin,

You are correct. There are not additional obligations or requirements put on the sponsor (City) when accepting these funds outside of what you already have to comply with. Additionally, as you mentioned the obligation of acquiring the airport through United States surplus property requires the sponsor to comply with the Federal Obligations in perpetuity and no grant requires more than that. Below is the language provided by the FAA for additional obligations/requirements. I've also attached the FAQ's to this email and the language can be found under Q-GA8.

**Q-GA8: Does an Airport Rescue Grant agreement require an airport sponsor to obligate itself to the standard set of FAA Airport Sponsor Grant Assurances?**

A: Generally, no. ARPA is silent on whether the requirements of 49 U.S.C. chapter 471 apply to Airport Rescue Grants. Nevertheless, FAA is implementing Airport Rescue Grants in the same manner as it implemented CARES Act Airport Grants and the Airport Coronavirus Response Grant Program. If an airport sponsor uses its grant funds for operational expenses or debt service payments, the standard FAA Airport Sponsor Grant Assurances do not apply. These grants remain subject to audit, reporting, records retention, and other requirements under 2 CFR part 200 like other Federal grant funding. In addition, other laws apply to Airport Rescue Grants, such as 49 U.S.C. 40103(e), which prohibits the grant of an exclusive right to conduct any type of aeronautical activity at an airport, and Title VI of the Civil Rights Act, which prohibits discrimination on the basis of race, color, or national origin. If an airport sponsor uses its grant for new airport development, additional requirements apply (see Q-U5). Additionally, Airport Rescue Grant funds may be used only for the capital and operational costs of the airport. Examples of expenditures that FAA has found to be allowable are provided in the FAA Revenue Use Policy, as clarified by Information for Airport Sponsors Considering COVID-19 Restrictions or Accommodations. ARPA does not, however, void assurances made in prior grant agreements; therefore, a sponsor's pre-existing grant assurances and Federal obligations continue to apply.

In summary, CRRSAA & ARPA don't void any current grant assurances or sponsor obligations. Once the funding is received the current Revenue Use Policy applies that the airport already follows along with the standard audited requirements. Submitting fuel invoices like you did for CARES is not considered new development so you don't have to worry about any of those requirements either.

I hope this helps. Please contact me if you have any questions.

Thank you,

**Michael E. Van Vliet**  
Airport Planner  
TxDOT Aviation Division  
150 E. Riverside Drive, Austin, TX 78704  
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512.803.5318 (c)  
512.416.4510 (fax)  
[michael.vanvliet@txdot.gov](mailto:michael.vanvliet@txdot.gov)



---

**From:** Lisa Perry <[lperry@bradytx.us](mailto:lperry@bradytx.us)>  
**Sent:** Monday, November 22, 2021 11:40 AM  
**To:** Erin Corbell <[ecorbell@bradytx.us](mailto:ecorbell@bradytx.us)>

**Cc:** Michael Van Vliet <[Michael.VanVliet@txdot.gov](mailto:Michael.VanVliet@txdot.gov)>

**Subject:** CRISA and ARPA Funding Opportunities

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Erin,  
I just got off the phone with our TXDot Rep. regarding our responsibilities/obligations for accepting CRISA and ARPA funding. According to Mike this will not levee any additional obligations or requirements outside of those that we are already required to meet. We currently have obligations/requirements in place both as a result of the 1946 deed (for perpetuity) and each grant we receive has a 20 year obligation.

How would you like me to proceed with the process supporting us receiving those funds?

Mike, if you have any additional input please feel free to respond.

*Lisa Perry*

Airport Manager

Curtis Field Airport

Brady, Tx.

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