

Item # 8-2B

**City of Carson City  
Agenda Report**

**Date Submitted:**08/20/10

**Agenda Date Requested:**09/02/10

**Time Requested:** consent

**To:** Board of Supervisors

**From:** Carson City Airport Authority

**Subject Title:** Action to approve and accept a 2010 Federal Aviation Administration Airport Improvement (AIP) Grant in the approximate amount of \$1,783,514.00 (not to exceed \$2,000,000.00).

**Staff Summary:** The FAA has informed the Carson City Airport Authority that it is processing an AIP Grant for the Carson City Airport and will be sending the Grant Offer out with a requirement that it be accepted and returned within 10 days. The FAA requires Carson City, as well as the Carson City Airport Authority, to approve and accept the grant offer. This grant will be used to complete construction of Taxiway D north of the runway on the east side of the Airport and to reconfigure the connector taxiway to runway 9.

**Type of Action Requested:** (check one)  
 Resolution  Ordinance  
 Formal Action/Motion  Other (Specify)

**Does This Action Require A Business Impact Statement:**  Yes  No

**Recommended Board Action:** (I move that we) approve and accept a 2010 Federal Aviation Administration Airport Improvement (AIP) Grant in the approximate amount of \$1,783,514.00 (not to exceed \$2,000,000.00) and execute such documents as may be necessary to receive the funds on behalf of the Airport Authority.

**Explanation for Recommended Board Action:**

This item follows the Airport Master Plan program which involves replacement of the primary runway at the Carson City Airport and a slight re-alignment to direct airplane traffic farther from nearby homes. The runway has now been re-aligned and completed using ARRA funds awarded last year (and previously approved by the Board of Supervisors). In that project, the Airport Authority had asked for funding to also complete Taxiway D north of the runway on the east side of the Airport and reconfigure the connector from the north ramp area to the Runway 9 threshold. The FAA did not fund those tasks with ARRA funding, but has communicated that they are in the process of programming the more common Airport Improvement Program funding which we have historically used on the Airport.

At the FAA's request, the Authority issued an invitation for bids. We awarded the bid to Granite Construction, as the lowest responsible bidder, conditioned on receipt of the FAA funding. Things will move very fast once the Grant Offer is received. The Grant Offer needs to be accepted and returned to the FAA prior to us being able to draw down the funds and initiate

work. Given the short turnaround required by the FAA, there is not typically time to schedule approval of the Grant after receiving the Grant Offer. Sample Grant Offer attached. This is identical to the previous Grant Offers accepted by us including the assurances. (Only difference is amount and date.) We anticipate starting the project as soon as possible so that we can complete it during the current construction season.

The Carson City Airport Authority has approved the Grant at its publicly noticed special meeting for that purpose on August 18, 2010. The Authority has the 5% matching funds and will provide them. (approximately \$89,176)

**Applicable Statute, Code, Policy, Rule or Regulation:** Statutes of Nevada, Chapter 844.

**Fiscal Impact:** No City impact. Matching funds from Airport Authority.

**Explanation of Impact:** Not Applicable.

**Funding Source:** Airport Authority and FAA.

**Alternatives:** Not Applicable

**Supporting Material:** FAA Grant Offer

**Prepared By:** Casey Pullman, Airport Manager (& Steven E. Tackes, Esq., Airport Counsel)

<b>Reviewed By:</b> _____	Date: <u>8/24/10</u>
(Department Head)	
_____	Date: <u>8/24/10</u>
(City Manager)	
_____	Date: <u>8/24/2010</u>
(District Attorney)	
_____	Date: <u>8/24/10</u>
(Finance Director)	

**Board Action Taken:**

Motion: _____	1) _____	Aye/Nay
	2) _____	_____
		_____
		_____
		_____

\_\_\_\_\_  
(Vote Recorded By)



# GRANT AGREEMENT

U. S. Department of Transportation  
Federal Aviation Administration

Date of Offer: August 19, 2009

Recipient: Carson City Airport Authority  
(Herein called ["Sponsor"])

Project Number: 3-32-0004-17

Airport: Carson City

## OFFER

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay, as the United States' share, Ninety-five percent (95.00%) of the allowable costs incurred in accomplishing the project consisting of the following:

**"Install Automated Weather Observation System (AWOS)"**

as more particularly described in the Project Application dated August 10, 2009.

The maximum obligation of the United States payable under this Offer shall be **\$174,121.00** for airport development.

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

UNITED STATES OF AMERICA  
FEDERAL AVIATION ADMINISTRATION

  
\_\_\_\_\_  
for Manager, San Francisco Airports District Office

## SPECIAL CONDITIONS

The Sponsor agrees to comply with the Special Conditions as described in Attachment A.

## ACCEPTANCE

The Sponsor agrees to accomplish the project in compliance with the terms and conditions contained herein, in the Project Application, and in the May 2007 "Terms and Conditions of Accepting Airport Improvement Program Grants" signed on June 21, 2007.

Executed this 3 day of September, 2009

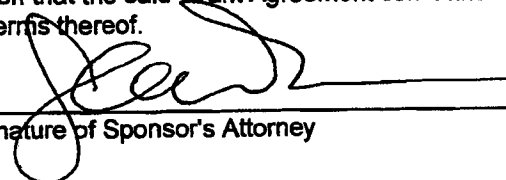
  
\_\_\_\_\_  
Signature of Sponsor's Designated Official Representative

  
\_\_\_\_\_  
(Seal)

Mayor  
\_\_\_\_\_  
Title

## CERTIFICATE OF SPONSOR'S ATTORNEY

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

  
\_\_\_\_\_  
Signature of Sponsor's Attorney

Executed this 3rd day of Sept, 2009

**ATTACHMENT A**  
**GRANT SPECIAL CONDITIONS**

**Project Number: 3-32-0004-17**

**Airport: Carson**

1. The sponsor agrees to request cash drawdowns on the letter of credit only when actually needed for its disbursements and to timely reporting of such disbursements as required. It is understood that failure to adhere to this provision may cause the letter of credit to be revoked.
2. Approval of the project included in this agreement is conditioned on the Sponsor's compliance with applicable air and water quality standards in accomplishing project construction. Failure to comply with this requirement may result in suspension, cancellation, or termination of Federal assistance under this agreement.
3. It is mutually understood and agreed that if, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000.00 or five percent (5%), whichever is greater, the maximum obligation of the United States can be unilaterally reduced by letter from the FAA advising of the budget change. Conversely, if there is an overrun in the total actual eligible and allowable project costs, FAA may increase the maximum grant obligation of the United States to cover the amount of the overrun not to exceed the statutory percent limitation and will advise the Sponsor by letter of the increase. It is further understood and agreed that if, during the life of the project, the FAA determines that a change in the grant description is advantageous and in the best interests of the United States, the change in grant description will be unilaterally amended by letter from the FAA. Upon issuance of the aforementioned letter, either the grant obligation of the United States is adjusted to the amount specified or the grant description is amended to the description specified.
4. **Buy American Requirement.** Unless otherwise approved by the FAA, it will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured products produced outside the United States to be used for any project for airport development or noise compatibility for which funds are provided under this grant.
5. In accordance with Section 47108(b) of the Act, as amended, the maximum obligation of the United States, as stated in Condition No. 1 of this Grant Offer:
  - a) may not be increased for a planning project;
  - b) may be increased by not more than 15 percent for development projects;
  - c) may be increased by not more than 15 percent or by an amount not to exceed 25 percent of the total increase in allowable costs attributable to the acquisition of land or interests in land, whichever is greater, based on current credible appraisals or a court award in a condemnation proceeding.
6. The Sponsor agrees to take the following actions to maintain and/or acquire a property interest, satisfactory to the FAA, in the Runway Protection Zones:

Existing Fee Title Interest in the Runway Protection Zone: The Sponsor agrees to prevent the erection or creation of any structure or place of public assembly in the Runway Protection Zone, except for NAVAIDS that are fixed by their functional purposes or any other structure approved by the FAA. Any existing structures or uses within the Runway Protection Zone will be cleared or discontinued unless approved by the FAA.

Existing Easement Interest in the Runway Protection Zone: The Sponsor agrees to take any and all steps necessary to ensure that the owner of the land within the designated Runway Protection Zone will not build any structure in the Runway Protection Zone that is a hazard to air navigation or which might create glare or misleading lights or lead to the construction of residences, fuel handling and storage facilities, smoke generating activities, or places of public assembly, such as churches, schools, office buildings, shopping centers, and stadiums.
7. Please note that this grant offer may be funded all or in part with funds from the Small Airport Fund.
8. **TRAFFICKING IN PERSONS:**
  - a. **Provisions applicable to a recipient that is a private entity.**
    1. You as the recipient, your employees, subrecipients under this award, and subrecipients' employees may not—
      - i. Engage in severe forms of trafficking in persons during the period of time that the award is in effect;
      - ii. Procure a commercial sex act during the period of time that the award is in effect; or
      - iii. Use forced labor in the performance of the award or subawards under the award.
    2. We as the Federal awarding agency may unilaterally terminate this award, without penalty, if you or a subrecipient that is a private entity—
      - i. Is determined to have violated a prohibition in paragraph a.1 of this award term; or
      - ii. Has an employee who is determined by the agency official authorized to terminate the award to have violated a prohibition in paragraph a.1 of this award term through conduct that is either—
        - A. Associated with performance under this award; or
        - B. Imputed to you or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 49 CFR Part 29.
  - b. **Provision applicable to a recipient other than a private entity.** We as the Federal awarding agency may unilaterally terminate this award, without penalty, if a subrecipient that is a private entity—
    1. Is determined to have violated an applicable prohibition in paragraph a.1 of this award term; or

2. Has an employee who is determined by the agency official authorized to terminate the award to have violated an applicable prohibition in paragraph a.1 of this award term through conduct that is either--

- i. Associated with performance under this award; or
- ii. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 49 CFR Part 29.

**c. Provisions applicable to any recipient.**

1. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph a.1 of this award term.
2. Our right to terminate unilaterally that is described in paragraph a.2 or b of this section:
  - i. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended (22 U.S.C. 7104(g)), and
  - ii. Is in addition to all other remedies for noncompliance that are available to us under this award.
3. You must include the requirements of paragraph a.1 of this award term in any subaward you make to a private entity.

**d. Definitions. For purposes of this award term:**

1. "Employee" means either:
  - i. An individual employed by you or a subrecipient who is engaged in the performance of the project or program under this award; or
  - ii. Another person engaged in the performance of the project or program under this award and not compensated by you including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing or matching requirements.
2. "Forced labor" means labor obtained by any of the following methods: the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery.
3. "Private entity":
  - i. Means any entity other than a State, local government, Indian tribe, or foreign public entity, as those terms are defined in 2 CFR 175.25.
  - ii. Includes:
    - A. A nonprofit organization, including any nonprofit institution of higher education, hospital, or tribal organization other than one included in the definition of Indian tribe at 2 CFR 175.25(b).
    - B. A for-profit organization.
4. "Severe forms of trafficking in persons," "commercial sex act," and "coercion" have the meanings given at section 103 of the TVPA, as amended (22 U.S.C. 7102).