



MEMORANDUM

Council Agenda
Item No. IX. BG
3/11/2025

The City of OKLAHOMA CITY

TO: Mayor and City Council

FROM: Craig Freeman, City Manager

Joint Resolution with the Oklahoma City Airport Trust authorizing the Director of Airports to submit grant applications for Clarence E. Page Airport to the Federal Aviation Administration for the Airport Infrastructure Grant for Extend Future Hangar Development Taxilane and the Airport Improvement Program and Airport Infrastructure Grant for Design and Rehabilitation of Taxiway A & Connectors; agreeing to the acceptance and compliance with all required understandings and grant assurances for the projects; acknowledging this Joint Resolution as their official action and acceptance of the applicable grants if offered by the Federal Aviation Administration under such substantially similar terms described herein; designating each entity's respective Official Representatives and authorizing the Official Representatives to administer and electronically execute the applicable grant documents on behalf of each respective entity without further action by either entity; and the Trust authorizes payment of Trust funds for the required local match and any other project costs not funded by the applicable grant programs. Ward 3.

Location:

Clarence E. Page Airport

Background:

The Federal Aviation Administration (FAA) makes various grant programs available to airports each Federal Fiscal Year (FFY). The Airport Improvement Program (AIP) are traditionally entitlement grants that are pre-determined in advance of award, but AIP grants can include supplemental funding awarded under discretionary or competitive basis. AIP grants are for long-term airport development, improvement, and certain types of equipment purchases.

Another grant program offered by the FAA is the Airport Infrastructure Grant (AIG) and was created through the Bipartisan Infrastructure Law (BIL). The purpose of AIG is to make annual entitlement grants available through the AIP entitlement formulas to eligible airports for projects that increase safety and address aging infrastructure.

Generally, AIP and AIG grants for small hub and unclassified airports, such as Clarence E. Page Airport (Airport), is funded up to 90% of the allowable cost and the sponsor of the grant must contribute a local match to cover any remaining allowable costs not funded by the federal grant and for 100% of any non-allowable costs for portions of a project that are not eligible for grant funding.

The Oklahoma City Airport Trust (Trust) plans to make applications for the projects listed in EXHIBIT “A” for the various grant programs. The Trust is the leading sponsor of the grants and provides the local match, but the FAA also requires The City of Oklahoma City (City) to be a co-sponsor to any grants offered and funded by the Trust since the City maintains a reversionary interest in the Trust.

The FAA encourages all sponsors to have advanced authorization in place to permit the application, signing, and acceptance of anticipated grant agreements because the FAA frequently imposes short times in which to apply, sign, or accept the grant offerings.

In this Joint Resolution, the Trust authorizes the Director of Airports to make an application to the FAA for AIP and AIG grant funding to include all understandings and assurances contained therein for the project(s) at the Airport and acknowledges the Joint Resolution as the Trust’s official action to accept the grant when offered, if the grants are offered under substantially similar terms described herein when offered by the FAA. Further, the Joint Resolution also designates the Chairman or Vice-Chairman, or General Manager in both of their absence, as the Official Representative to administer and electronically execute the applicable grant documents on behalf of each respective entity without further action by either entity. The Trust authorizes the payment of Trust funds for the payment of the required Local match and any project costs not funded by the applicable grant program(s).

Likewise, the City authorizes the Director of Airports to make an application to the FAA for AIP and AIG grant funding and acknowledges the Joint Resolution as the City’s official action to accept the grant when offered, in the grants are offered under substantially similar terms described herein when offered by the FAA, Further, designates the Mayor or Vice-Mayor as the Official Representative to ministerially sign the grant acceptance documents on its behalf without further action by either entity. No City funds will be used for project costs not funded by the grant.

Estimated Construction Cost:

Estimated Grant & Local Match Total: \$1,284,295*

*See Resolution EXHIBIT “A” for project and cost details

Revenue:

To be deposited in Oklahoma City Airport Trust - Oil Fund-AT Oil Account (8095-44702000)

Source of Funds:

Local matching funds from Oklahoma City Airport Trust – Oil Fund (8095)

Review:

Department of Airports

Recommendation: Joint Resolution be adopted.