

RESOLUTION NO. 78-26

A RESOLUTION APPROVING AMENDMENT NO. 1 TO FEDERAL AVIATION ADMINISTRATION AIRPORT IMPROVEMENT PROGRAM GRANT NO. 3-08-0027- 089-2025 AND AUTHORIZING THE CITY MANAGER AND CITY ATTORNEY TO SIGN

RECITALS:

The Grand Junction Regional Airport Authority (GJRAA or Airport Authority) is a political subdivision of the State of Colorado, organized pursuant to section 41-3-101 et seq., C.R.S. The Airport Authority is a separate and distinct entity from the City of Grand Junction (City), and is the owner and operator of the Grand Junction Regional Airport (Airport).

The Airport Authority has a multi-year program to improve the Airport. The Airport Improvement Program (AIP) is continually coordinated with the Federal Aviation Administration (FAA) and the Colorado Department of Transportation (CDOT) Aeronautics Division.

On September 26, 2025, the FAA issued a Grant Offer for AIP Grant No. 3-08-0027-089-2025, Contract No. DOT-FA25NM-1167, for a project at the Airport then described as "Shift Runway 11/29 (Pavement, Phase 1)." The FAA offered to pay 95 percent of the allowable costs of the project, with a maximum obligation of the United States of \$38,082,122. The City Council and the Mesa County Board of County Commissioners approved that Grant Agreement, and the Sponsors accepted the Grant Offer on September 26, 2025.

The FAA requires the City and Mesa County to execute AIP grant agreements for the Airport as co-sponsors with the Airport Authority. Under Condition 26 of the Grant Agreement, the co-sponsors jointly and severally adopt and ratify the representations and assurances contained in the Grant Agreement, and the word "Sponsor" as used in the application and the assurances includes all co-sponsors. As creators and co-sponsors of the Airport Authority, both the County Commissioners and the City Council must approve amendments to grant agreements between the FAA and the Airport Authority.

The FAA has now transmitted to the Sponsors Formal Amendment No. 1 to AIP Grant No. 3-08-0027-089-2025, issued in conformance with the Sponsor's letter dated August 5, 2026. Amendment No. 1 makes the following changes to the Grant Agreement:

1. It revises the grant description to read "Shift Runway 11/29 (About 72% of Runway Transition Construction Schedules 3, 4, and 6)," which specifies the construction project to which the grant relates.
2. It inserts Special Condition 45, Usable Unit of Development, under which the Sponsor agrees that the work funded must be incorporated into a safe, useful, and usable unit of development completed within a reasonable timeframe, regardless of whether the Sponsor receives additional federal funding.
3. It inserts Special Condition 46, Instrument Landing System and Associated Equipment in Project, and Special Condition 47, Airport-Owned Visual or Electronic Navigation Aids in Project, which require the Sponsor to assure that equipment meets FAA standards prior to commissioning, to provide for continuous operation and maintenance of navigational aids funded under the Grant Agreement, and to remove, relocate, lower, mark, or light obstructions to obtain a clear approach as indicated in the 14 C.F.R. Part 77 aeronautical survey.
4. It inserts Special Condition 48, Utility Relocation in Project, which limits federal participation in utility relocation costs.
5. It inserts Special Condition 49, Environmental – Mitigation Measures, which lists the mitigation measures required by the environmental approval issued for the project on April 7, 2016, consistent with the mitigation measures included in AIP 93, and provides that the reasonable cost of completing those measures is an allowable cost within the scope of the project.

Amendment No. 1 does not change the maximum obligation of the United States under the Grant Agreement, and all other terms and conditions of the Grant Agreement remain in full force and effect.

The FAA requires that the governing body of each Sponsor provide authority to execute Amendment No. 1 to the individual signing on behalf of that Sponsor, and that the Sponsor's attorney then certify that execution of Amendment No. 1 has been duly authorized and is in accordance with the laws of the State of Colorado. No modification may be made to the text, terms, or conditions of Amendment No. 1.

The City is willing to execute Amendment No. 1 as a co-sponsor, pursuant to the FAA's request, subject to the terms and conditions of the Supplemental Co-Sponsorship Agreement between the City and the Airport Authority, under which the Airport Authority agrees to indemnify and hold the City harmless as set forth in that agreement.

This amendment has been or will be reviewed and approved by the Mesa County Board of County Commissioners as a co-sponsor of the Airport Authority.

There is no fiscal impact to the City as a result of the adoption of this Resolution.

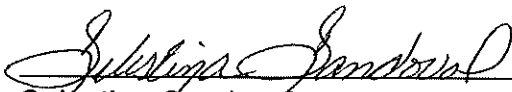
NOW THEREFORE, the City Council of the City of Grand Junction, having been fully advised in the premises, approves Formal Amendment No. 1 to Grant Agreement AIP Grant No. 3-08-0027-089-2025 between the Federal Aviation Administration, the Grand Junction Regional Airport Authority, the City of Grand Junction, and the County of Mesa, as described generally herein and in more detail in Amendment No. 1, and authorizes the City Manager and the City Attorney to sign Amendment No. 1, any corresponding amendment to or supplement of the Co-Sponsorship Agreement between the City of Grand Junction and the Grand Junction Regional Airport Authority, and such other documentation as is required in accordance with this Resolution and other applicable Resolutions.

PASSED and ADOPTED this 19th day of August, 2026.



Laurel Lutz
President of the City Council

ATTEST:



Celestina Sandoval
City Clerk

