

**JUNE 26, 1973**

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Pursuant to a call by the Mayor the City Council of the City of Idaho Falls met in special session at the Ponderosa Restaurant on June 26, 1973, at 12:00 o'clock noon for the purpose of considering a Federal Grant offer for an airport crash fire rescue vehicle; also, considering a Federal Grant offer for a long term airport master plan; also, considering the acceptance of a bid from Starline Equipment Company for an airport crash fire rescue vehicle.

There were present at said meeting, Mayor S. Eddie Pedersen; Councilmen Gil Karst, Paul Hovey, Norris Gesas, Jim Freeman, Mel Erickson, and Jack Wood. Also present: Roy C. Barnes, City Clerk; Pete Hill, Airport Manager.

The following resolution was introduced by Councilman Wood, read in full, considered and adopted:

**R E S O L U T I O N (Resolution No. 1973-15)**

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO ACCEPTING THE GRANT OFFER OF THE UNITED STATES OF AMERICA THROUGH THE FEDERAL AVIATION ADMINISTRATION IN THE MAXIMUM AMOUNT OF \$14,000 TO BE USED UNDER THE PLANNING GRANT PROGRAM PROJECT NO. A-8-16-0018-01 IN THE DEVELOPMENT OF THE FANNING FIELD AIRPORT

BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, AS FOLLOWS:

**Sec. 1.** That the City of Idaho Falls, Idaho shall accept the Grant Offer of the United States of America in the amount of \$14,000 for the purpose of obtaining Federal Aid under Project No. A-8-16-0018-01 in the development of the Fanning Field Municipal Airport; and

**Sec. 2.** That the Mayor of the City of Idaho Falls, Idaho is hereby authorized and directed to sign the statement of Acceptance of said Grant Offer (entitled Part II – Acceptance) on behalf of the City of Idaho Falls, Idaho, and the City Clerk is hereby authorized and directed to attest to the signature of the Mayor and to impress the official seal of the City of Idaho Falls, Idaho on the aforementioned statement of Acceptance; and

**Sec. 3.** A true copy of the Grant Offer referred to herein is attached hereto and made a part hereof.

**PLANNING GRANT AGREEMENT**  
**PART 1 – OFFER**

Date of Offer: June 20, 1973

TYPE OF PLANNING GRANT:

AIRPORT MASTER PLANNING FOR IDAHO FALLS MUNICIPAL AIRPORT (FANNING FIELD)  
PROJECT NO. A-16-0018-01 CONTRACT NO. DOT-FA73NW-0191

TO: The City of Idaho Falls  
FROM: The United States of America (acting through the Federal Aviation Administration, herein referred to as the "FAA").

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WHEREAS, the sponsor has submitted to the FAA, an Airport Master Planning Grant Application dated April 26, 1973 (herein called the "Planning Application"), for a grant of funds for a project for the development for planning purposes of information and guidance to determine the extent, type, and nature of development needed for THE IDAHO FALLS MUNICIPAL AIRPORT (FANNING FIELD) (herein called the Airport), which Planning Application as approved by the FAA is hereby incorporated and made a part thereof; and WHEREAS, the FAA has approved a project for the development of plans for the Airport (herein called the "Planning Project") consisting of the following approved Airport Master Planning;

Preparation of an Airport Master Plan for Idaho Falls Municipal Airport (Fanning Field), all as more particularly described in the Description of Work Program incorporated in the said Planning Application;

NOW THEREFORE, pursuant to and for the purpose of carrying out the provisions of the Airport and Airway Development Act of 1970, as amended, and in consideration of (a) the Sponsor's adoption and ratification of the representations and assurances contained in said Planning Application, and its acceptance of this offer, as hereinafter provided, and (b) the benefits to accrue to the United States and the public from the accomplishment of the Airport Master Planning included in the Planning Application, THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES TO PAY, as the United States share 66 2/3 percent of the allowable costs incurred in accomplishing the Planning Project, subject to the following terms and conditions;

1. The maximum obligation of the United States payable under this offer shall be \$14,000.
2. The FAA, for and on behalf of the United States may, by written notice, terminate or suspend this grant in whole or in part, or withhold payment, in the event that it finds that the Sponsor has:
  - a. Failed to comply with Federal law or with any of the terms and conditions contained in this Planning Grant Agreement.
  - b. Failed to carry out the Planning Project as approved:
  - c. Made unauthorized or improper use of grant funds;
  - d. Submitted any application, report, or other document which contains a misrepresentation of a material nature or is incorrect or incomplete in any material respect; or,
  - e. If for any reason continuation of the approved Planning Project is rendered impossible, ineligible, or illegal.
3. The Sponsor shall:
  - a. Begin accomplishment of the Planning Project within 30 days after acceptance of this offer, with failure to do so constituting just cause for termination of the obligations of the United States hereunder by the FAA;
  - b. Carry out and complete the Planning Project without undue delay and in accordance with the terms hereof, the Airport and Airway Development Act of 1970 and Sections 152, 121, et. seq. of the Regulations of the

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Federal Aviation Administration (14 CFR 152) in effect as of the date of acceptance of this Offer; which regulations are hereinafter referred to as the "Regulations";

- c. Carry out and complete all planning work in accordance with the Description of Work Program, incorporated herein, or as it may be revised or modified with the approval of FAA and in accordance with design standards and planning criteria established by the FAA.
4. The allowable costs of the project shall not include any costs determined by the FAA to be ineligible for consideration as to allowability under Section 152.137 of the Regulations.
5. Payment of the United States share of the allowable costs will be made pursuant to and in accordance with the provisions of Section 152.139 of the Regulations. Final determination as to the allowability of the costs of the project will be made at the time of the final grant payment pursuant to Section 152.141 of the Regulations and final reimbursement will be made after final review, audit, and acceptance of FAA of the completed Planning Project and after all conditions relating to the Planning Project have been satisfied.
6. The FAA reserves the right to amend or withdraw this Offer at any time to its acceptance by the Sponsor.
7. This Offer shall expire and the United States shall not be obligated to pay any part of the costs of the Planning Project unless this Offer has been accepted by the Sponsor on or before June 27, 1973 or such subsequent date as may be prescribed in writing by the FAA.
8. All financial records pertaining to the Planning Project shall be made available to authorized representatives of the FAA and the Comptroller General of the United States in conformity to Section 152.143 of the Regulations.
9. The Sponsor will, at such times and in such manner as the FAA may require, furnish FAA with periodic reports and statements pertaining to the Planning Project and planning work activities and other related matters covered hereunder.
10. Sponsors shall submit for FAA approval prior to their execution all private party or public body contracts to do all or any part of the Planning Project. These contracts shall include applicable terms and conditions as specified by the FAA.
11. The FAA reserves the right to disapprove the Sponsor's employment of specific consultants and their subcontractors to do all or any part of the Planning Project and further reserves the right to disapprove the proposed scope and cost of the professional services.

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12. The FAA reserves the right to disapprove the use of professional level employees of the Sponsor when such employees are designated by the Sponsor to do all or part of the Planning Project.
13. All published material such as reports, maps and other documents prepared in connection with the Planning Project and planning work activities shall contain a standard notice that the material was prepared under an Airport Master Planning Grant provided by FAA. The Sponsor shall make these documents available for examination by the public.

In addition, no material prepared in connection with the Planning Project and planning work activities shall be subject to copyright in the United States or in any other country. The FAA shall have unrestricted authority to publish, disclose, distribute, and otherwise use, in whole or in part, any reports, data, or other materials prepared with Airport Planning Grant Funds.

14. The Sponsor agrees to conduct the Planning Project in compliance with all the requirements imposed by or pursuant to Title VI of the Civil Rights Act of 1964 and by Part 21 of the Regulations of the Office of the Secretary of Transportation, as amended.
15. The Sponsor agrees that neither the approval of the Planning Application nor the tender of this Offer nor the approval of the final Airport Master Planning Report constitutes an assurance or commitment, express or implied, by the FAA, that any airport development or unit thereof shown in the planning developed as part of this Planning Application will be approved for inclusion in any pending or future Airport and Airway Development Program under the Airport and Airway Development Act of 1970.
16. It is understood and agreed by and between the parties hereto that the Standard DOT Title VI Assurances submitted by the Sponsor and dated April 26, 1973 is hereby incorporated herein and made a part hereof by reference.

The Sponsor's acceptance of this offer and ratification and adoption of the Planning Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided and said Offer and Acceptance shall comprise an Airport Master Planning Grant Agreement, as provided by the Airport and Airway Development Act of 1970, constituting the obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Planning Project. Such Airport Master Planning Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

UNITED STATE OF AMERICA  
FEDERAL AVIATION ADMIN.  
BY: s/ Robert O. Brown  
Chief Airports Division,  
Northwest Region

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**PART II – ACCEPTANCE**

The City of Idaho Falls, Idaho (herein referred to as the “Sponsor”) does hereby ratify and adopt all statements, representations, warranties, covenants, and agreements continued in the Airport Master Planning Grant Application and incorporated materials referred to in the foregoing Offer and does hereby accept said Offer and by such acceptance agrees to all of the terms and conditions thereof.

Executed in its name by its undersigned officer on this 26<sup>th</sup> day of June, 1973, in Idaho Falls, County of Bonneville, State of Idaho.

The City of Idaho Falls, Idaho

(Legal name of sponsor)

BY: s/ S. Eddie Pedersen

(Signature of authorized officer)

Mayor

(Title of authorized officer)

(SEAL)

ATTEST: s/ Roy C. Barnes

TITLE: City Clerk

CERTIFICATE OF SPONSOR’S ATTORNEY

I, Arthur L. Smith, acting as Attorney for the City of Idaho Falls, Idaho (herein referred to as the “Sponsor”) do hereby certify:

That I have examined the foregoing Airport Master Planning Grant Agreement and the proceedings taken by said Sponsor relating thereto, and find that the Acceptance thereof by said Sponsor has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the State(s) of Idaho, and further that, in my opinion, said Airport Master Planning Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Dated at Idaho Falls, Idaho this 26<sup>th</sup> day of June, 1973.

s/ Arthur L. Smith

(Signature)

City Attorney

(Title)

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR THIS 26<sup>TH</sup> DAY OF JUNE, 1973.

s/ S. Eddie Pedersen

Mayor

ATTEST: s/ Roy C. Barnes

City Clerk

(SEAL)

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The following resolution was introduced by Councilman Wood, read in full, considered and adopted:

**R E S O L U T I O N (Resolution No. 1973-16)**

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO ACCEPTING THE GRANT OFFER OF THE UNITED STATES OF AMERICA THROUGH THE FEDERAL AVIATION ADMINISTRATION IN THE MAXIMUM AMOUNT OF \$68,142 TO BE USED UNDER THE AIRPORT DEVELOPMENT AID PROGRAM PROJECT NO. 8-16-0018-02 IN THE DEVELOPMENT OF THE FANNING FIELD AIRPORT

BE IT RESOLVED BY THE MEMBERS OF THE CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, AS FOLLOWS:

**Sec. 1.** That the City of Idaho Falls, Idaho shall accept the Grant Offer of the United States of America in the amount of \$68,142 for the purpose of obtaining Federal Aid under Project No. 8-16-0018-02 in the development of Fanning Field Municipal Airport; and

**Sec. 2.** That the Mayor of the City of Idaho Falls, Idaho is hereby authorized and directed to sign the statement of Acceptance of said Grant Offer (entitled Part II - Acceptance) on behalf of the City of Idaho Falls, Idaho, and the City Clerk is hereby authorized and directed to attest the signature of the Mayor and to impress the official seal of the City of Idaho Falls, Idaho on the aforesaid statement of Acceptance; and

**Sec. 3.** A true copy of the Grant Offer referred to herein is attached hereto and made a part thereof.

**DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
**GRANT AGREEMENT**  
**PART 1 - OFFER**

Date of Offer, June 13, 1973  
Fanning Field Airport  
Project No. 8-16-0018-02  
Contract No. DOT-FA73NW-0177

TO: The City of Idaho Falls, Idaho (herein referred to as the "Sponsor")  
FROM: The United States of America (acting through the Federal Administration, herein referred to as the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated April 26, 1973 for a grant of Federal funds for a project for development of the Fanning Field Airport (herein called the "Airport") together with plans and specifications for such project, which Project Application, as approved by the FAA is hereby incorporated herein and made a part hereof; and

WHEREAS, the FAA has approved a project for development of the Airport (herein called the "Project") consisting of the following described airport development:

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Acquisition of aircraft fire and rescue vehicle (1,000 gallon capacity),

all as more particularly described in the property map and plans and specifications incorporated in the said Project Application;

NOW THEREFORE, pursuant to and for the purpose of carrying out the provisions of the Airport and Airway Development Act of 1970, as amended (49 U.S.C. 1701), and in consideration of (a) the Sponsor's adoption and ratification of the representations and assurances contained in said Project Application, and its acceptance of this Offer as hereinafter provided, and (b) the benefits to accrue to the United States and the public from the accomplishment of the Project and the operation and maintenance of the Airport as herein provided. THE FEDERAL AVIATION ADMINISTRATION FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES. to pay, as the United States share of the allowable costs incurred in accomplishing the Project, 82.00 per centum of all allowable project costs.

This Offer is made on and subject to the following terms and conditions:

1. The maximum obligation of the United States payable under this Offer shall be \$68,142.00.
2. The Sponsor shall:
  - (a) Begin accomplishment of the Project within sixty (60) days after acceptance of this Offer or such longer time as may be prescribed by the FAA, with failure to do so constituting just cause for termination of the obligations of the United States hereunder by the FAA;
  - (b) Carry out and complete the Project without undue delay and in accordance with the terms hereon, the Airport and Airway Development Act of 1970, and Sections 152.51-152.63 of the Regulations of the Federal Aviation Administration (14CFR 152) in effect as of the date of acceptance of this Offer, which Regulations are hereinafter referred to as the "Regulations";
  - (c) Carry out and complete the Project in accordance with the plans and specifications and property map, incorporated herein, as they may be revised or modified with the approval of the FAA.
3. The allowable costs of the project shall not include any costs determined by the FAA to be ineligible for consideration as to allowability under Section 152.47 (b) of the Regulations.
4. Payment of the United States share of the allowable project costs will be made pursuant to and in accordance with the provisions of Section 152.65 - 152.71 of the Regulations. Final determination as to the allowability of the costs of the project will be made at the time of the final grant payment pursuant to Section 152.71 of the Regulations; Provided, that, in the event a semi-final grant

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payment is made pursuant to the Section 152.71 of the Regulations, final determination as to the allowability of those costs to which such semi-final payment relates will be made at the time of such semi-final payment.

5. The Sponsor shall operate and maintain the Airport as provided in the Project Application incorporated herein and specifically covenants and agrees, in accordance with its Assurance 4 in Part III of said Project Application, that in its operation and the operation of all facilities thereof, neither it nor any person, or organization occupying space or facilities thereon will discriminate against any person or class of persons by reason of race, color, creed or national origin in the use of any of the facilities provided for the public on the airport.
6. The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
7. This Offer shall expire and the United States shall not be obligated to pay any part of the costs of the Project unless this Offer has been accepted by the Sponsor on or before June 27, 1973, or such subsequent date as may be prescribed in writing by the FAA.
8. The Sponsor hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance, or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance, or guarantee the following Equal Opportunity clause.

During the performance of this contract, the contractor agrees as follows:

- (a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, sex or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoffs or termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees, and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.
- (b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

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- (c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or worker's representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- (d) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.
- (e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1964, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- (f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- (g) The contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

The Sponsor further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in Federally assisted construction work; Provided, that if the applicant so participating is a State or local government, the above equal clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

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The Sponsor agrees that it will assist and cooperate actively with the administering agency and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations and relevant orders of the Secretary of Labor that it will furnish the administering agency with the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the administering agency in the discharge of the agency's primary responsibility for securing compliance.

The Sponsor further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for government contracts and federally assisted construction contracts pursuant to the Executive Order and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the administering agency of the Secretary of Labor pursuant to Part III, Subpart D of the Executive Order. In addition, the Sponsor agrees that if it fails or refuses to comply with these undertakings, the administering agency may take any or all of the following actions: Cancel, terminate, or suspend in whole or in part this grant (contract, loan, insurance guarantee); refrain from extending any further assistance to the Sponsor under the program with respect to which the failure or refund occurred until satisfactory assurance of future compliance has been received from the Sponsor; or refer the case to the Department of Justice for appropriate legal proceedings.

9. The Sponsor will send a copy of all invitations for bids, advertised or negotiated, for concessions or other businesses in the airport to the Office of Minority Business Enterprise, 732 Lake Union Building, 1700 Westlake Avenue North, Seattle, Washington 98109, and make information about the contracts, contracting procedures and requirements available to OMBE or its designated affiliate and minority firms on the same basis that such information is disclosed and made available to other organizations or firms. Responses by minority firms to invitation for bids shall be treated in the same manner as all other responses to the invitations for bids. Compliance with the preceding paragraph will be deemed to constitute compliance by the Sponsor with the requirements of 49 CFR 21, Appendix C(A)(1)(X), Regulations of the Secretary of Transportation.
10. It is understood and agreed by and between the parties hereto that the plans and specifications for this project shall be those plans and specifications approved by the FAA.
11. It is understood and agreed by and between the parties hereto that the Title VI Nondiscrimination Assurance submitted by the Sponsor and accompanying the Project Application dated April 26, 1973, is hereby incorporated herein and made a part hereof by reference.
12. The Federal Government does not now plan or contemplate the construction of any structures pursuant to Paragraph 11 of Part III – Sponsor's Assurances – of the Project Application dated April 26, 1973 and, therefore, it is understood and agreed that the Sponsor is under no obligation to furnish any areas or rights without cost to the Federal government under this Grant Agreement. However,

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nothing contained therein shall be construed as altering or changing the rights of the United States and/or the obligations of the Sponsor under prior Grant Agreements to furnish rent-free space and/or cost-free areas or rights for the activities specified in such Agreements.

13. It is understood and agreed by and between the parties hereto that the Sponsor shall furnish adequate parking accommodations in close proximity to FAA technical facilities for all official vehicles used for FAA business and for employee parking as provided by the Sponsor's Assurance dated April 12, 1973.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and said Offer and Acceptance shall comprise a Grant Agreement, as provided by the Airport and Airway Development Act of 1970, constituting the obligations and rights of the United States and Sponsor with respect to the accomplishment of the Project and the operation and maintenance of the Airport. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer and shall remain in full force and effect throughout the useful life of the facilities developed under the Project but in any event not to exceed twenty years from the date of said acceptance.

UNITED STATES OF AMERICA  
FEDERAL AVIATION  
ADMINISTRATION  
s/ Robert O. Brown  
Chief, Airports Division  
Northwest Region

**PART II – ACCEPTANCE**

The City of Idaho Falls, Idaho does hereby ratify and adopt all statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer and does hereby accept said Offer and by such acceptance to all of the terms and conditions thereof.

Executed this 26<sup>th</sup> day of June, 1973.

The City of Idaho Falls, Idaho  
(Name of Sponsor)  
By: s/ S. Eddie Pedersen  
Title: Mayor

(SEAL)

ATTEST: s/ Roy C. Barnes  
Title: City Clerk

**CERTIFICATE OF SPONSOR'S ATTORNEY**

I, Arthur L. Smith, acting as Attorney for the City of Idaho Falls (herein referred to as the "Sponsor") do hereby certify:

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That I have examined the foregoing Grant Agreement and the proceedings taken by said Sponsor relating thereto, and find that the Acceptance thereof by said Sponsor has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the State of Idaho and further that, in my opinion, said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Dated at Idaho Falls, Idaho this 26<sup>th</sup> day of June, 1973.

By: s/ Arthur L. Smith  
Title: City Attorney

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR THIS 26<sup>TH</sup> DAY OF JUNE, 1973.

s/ S. Eddie Pedersen  
Mayor

ATTEST: s/ Roy C. Barnes  
City Clerk

(SEAL)

The foregoing Grant Offer having been adopted, this memo from the Purchasing Department was then presented:

City of Idaho Falls  
June 25, 1973

One 1973 Airport Crash Fire Rescue Vehicle  
FAA Participation

Honorable Mayor and Councilmembers:

Tabulation of bids for one 1973 Airport Crash Fire Rescue Vehicle is attached.

Evaluation of the only bid received show Starline Equipment Company of Boise, Idaho submitting a bid of \$75,535.00.

It is the recommendation of the FAA, Airport Manager, Fire Chief, and the Purchasing Department that the above bid be accepted.

This recommendation subject to your approval.

s/ W. J. Skow  
Purchasing Agent

It was moved by Councilman Wood, seconded by Gesas, that the one bid, as indicated, for Starline Equipment Company from the airport crash fire rescue vehicle be accepted. Roll call as follows: Ayes, 6; No, none; carried.

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With reference to the aforementioned crash truck this memo from the Fire Chief was submitted:

June 25, 1973

MEMORANDUM

TO: Wes Skow, Purchasing Agent  
FROM: Les Corcoran, Fire Chief  
SUBJECT: RECOMMENDED CHANGE IN SIZE OF DRY CHEMICAL SYSTEM ON CRASH TRUCK

When specifications were drawn up for the airport crash truck, we were trying to satisfy the FAA requirements for an Index B, airport only. This required only a 300 lb. dry chemical system, which was bid. The water tank capacity that was bid, however, was 1000 gal. instead of the 500 gal. in our specs. Since the larger tank size will put us right on the verge on meeting the Index C requirements as far as water capacity is concerned, I would recommend negotiating with the bidder to enlarge the dry chemical system to the 500 lb. capacity so that we could also meet the Index C requirements for dry chemical. It would be much cheaper to do it at this time than to try to add extra dry chemical at a later date.

John Howell of Starline Equipment Company has given a price of \$600 to add the larger dry chemical tank. I would recommend that we accept this proposal if the award is given to Starline Equipment Co.

s/ Les Corcoran

It was moved by Councilman Wood, seconded by Gesas, that the proposal from Starline Equipment Company for the larger dry chemical tank be accepted as recommended. Roll call as follows: Ayes, 6; No, none; carried.

There being no further business, it was moved by Councilman Freeman, seconded by Hovey, that the meeting adjourn at 1:15 P.M., carried.

ATTEST: s/ Roy C. Barnes  
CITY CLERK

s/ S. Eddie Pedersen  
MAYOR

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