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THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

July 28, 2021
Bureau of Aeronautics

His Excellency, Governor Christopher T. Sununu
and the Honorable Council
State House
Concord, NH 03301

REQUESTED ACTION

Authorize the Department of Transportation to amend a grant to provide additional funding to the City of Lebanon (Vendor Code 177422), AIP-57, to conduct a preliminary engineering and design to collect data and provide conceptual engineering for the future development at the Lebanon Municipal Airport. The total Federal share of the project, including the amendment, will increase from \$189,000.00 to \$197,212.42, which equates to an increase of \$8,212.42, or 90% of the increased project amount. The State and Federal shares of this amendment, in the amount of \$8,668.67, are available for this project effective upon Governor and Council approval through September 14, 2021. The original grant was approved by Governor and Council on October 25, 2017 Item #20. 95% Federal Funds, 5% General Funds.

Funding is available as follows:	<u>FY 2022</u>
04-96-96-960030-7537	
FAA Projects	
034-500152 Design/Study	\$8,212.42
04-96-96-960030-7976	
FAA Projects	
034-500152 Design/Study	\$ <u>456.25</u>
Total	\$ 8,668.67

EXPLANATION

An amendment from the Federal Aviation Administration (FAA) has been awarded from which \$8,212.42 (or 90% of the increased project costs) is necessary to complete the project to conduct a preliminary engineering and design to collect data and provide conceptual engineering for the future development.

The grant amendment will fund additional FAA eligible design work that was completed and approved by FAA to respond to the information received as a result of and completion of a concurrent FAA project to update the Airport Layout Plan (ALP).

In accordance to FAA Order 5100.38D, under normal conditions, the FAA/State can amend a grant at the close out of the project to adjust the grant amount to reflect final costs. Once the project is complete, the Department must wait for federal grant funding to become available from other completed projects before issuing an amendment.

The conceptual designs that were evaluated were the following:

- Runway 18-36, full length, including runway end safety areas
- Taxiway "A" extension
- Phase 1B grading to provide fill material for the future Runway 18-36 and Taxiway "A" extension projects
- Runway 7-25, limited analysis

One of the major objectives of this project was to recommend a Runway 18-36 design profile and grading plan for the airport to use in supporting the concurrent Environmental Assessment update, for use in developing preliminary design and environmental permitting plans and to support the aeronautical survey efforts.

The Department of Transportation accepts the Federal Funds for this project as a pass through to the City of Lebanon in accordance with RSA 422:15. State participation in the amount of \$456.25 (5% of the increased project costs) is also requested. The City of Lebanon will participate in the amount of \$456.25 (5% of the increased project costs). The total cost of this amendment is \$9,124.92.

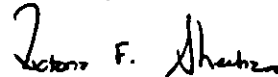
Total final project cost with the amendment #1 (Federal, State and Local) is \$219,124.92.

In the event that the federal funds are no longer available, General Funds will not be requested to support this program.

In accordance with the FAA Grant Assurances C - Sponsor Certifications, Responsibility and Authority of the Sponsor, the grant funds must be immediately available for the project to execute the grant offer; therefore all funding for this project is encumbered in the first fiscal year.

Please note that the state funds are from the General Fund and have been previously approved in HB25, 2013, 195:1, XVI- A.1 and 2015, 220:1, XVI- A1 Capital Budget.

Sincerely,



Victoria F. Sheehan
Commissioner

VFS/tls
Attachments



U.S. Department
of Transportation
**Federal Aviation
Administration**

Airports Division
Federal Aviation Administration
New England Region
(CT, ME, MA, NH, RI, & VT)

FAA ANE-600
1200 District Ave.
Burlington, MA 01803

July 13, 2021

Mr. Shaun Mulholland
City Manager
c/o Airport Manager's Office
Lebanon Regional Airport
5 Airpark Road
Lebanon, NH 03784

Lebanon Municipal Airport (LEB)
AIP Grant No 3-33-0010-057-2017
DUNS No 170369318
Letter Amendment (Amendment No. 1)

Dear Mr. Mulholland:

This is in response to Mr. Carl Gross' letter dated April 29, 2021, requesting an amendment to the Grant Agreement for the subject AIP project to: increase the maximum obligation of the United States as set forth in the Grant Agreement accepted by the Sponsor on September 15, 2017.

This letter, together with your letter, effects the amendment, as requested, and commits the Federal Aviation Administration, acting for and on behalf of the United States of America, to increase the maximum obligation of the United States by \$8,212.42 (from \$189,000 to \$197,212.42) to cover the Federal share of the total actual eligible and allowable project costs. Under the terms of the Grant Agreement, this document is incorporated into and constitutes Amendment No. 1 to the above referenced Grant Agreement. All other terms and conditions of the Grant Agreement remain in full force and effect.

Sincerely,

JULIE A
SELTSAM-WILPS

Digitally signed by JULIE
A SELTSAM-WILPS
Date: 2021.07.13
06:50:27 -04'00'

Julie A. Seltsam-Wilps
Deputy Director, Airports Division



Lebanon Airport

5 Airpark Road, West Lebanon, New Hampshire 03784
PH: (603) 298-8878 www.FlyLEB.com Fax: (603) 298-5845

April 29, 2021

Jean LoGiudice, Airports Program Specialist (AIP)
Federal Aviation Administration
New England Region
1200 District Avenue
Burlington, MA 01803

Dear Ms. LoGiudice,

Reference: Runway 18-36 Data Collection and Conceptual Engineering
AIP No. 3-33-0010-57-2017
Project Close-out

On behalf of the City of Lebanon, New Hampshire, and the Lebanon Municipal Airport, I am hereby submitting this project close-out documentation, including the final Request for Reimbursement.

All claimed costs are eligible in accordance with the FAA's Airport Improvement Program (AIP) requirements. As you know, the project scope was modified as a result of the concurrent ALP Update project, which resulted in an Engineering Amendment. As detailed in the attached close-out report, these additional items of work are eligible in accordance with AIP requirements. Therefore, the City of Lebanon is requesting an FAA grant amendment in the amount of **\$8,212.43**.

Below is a summary of project costs:

Administration Expense:	Original Amount	Final Amount
	\$10,238.00	\$5,263.32
Engineering Fees:	Original Amount	Final Amount
Data Collection:	\$11,644.00	\$11,643.84
Aeronautical Survey:	\$94,716.00	\$81,214.42
Conceptual Engineering Study:	\$77,422.00	\$105,257.97
General Administration	<u>\$15,980.00</u>	<u>\$15,745.37</u>
Sub Total Engineering Fees:	\$199,762.00	\$213,861.60

Total Project Cost:	Original Amount	Final Amount
	\$210,000.00	\$219,124.92

Total FAA Participation (90%):	Original Amount	Final Amount:
	\$189,000.00	\$197,212.43

The Consultant's final invoice, as well as the final Reimbursement Request, have been prepared and are included with this close-out report. As always, it has been a pleasure working with you on this project, and should you have any questions, please do not hesitate to contact me.

Sincerely

DocuSigned by:

179ACD1452FC44C...

Carl Gross
Airport Manager
carl.gross@lebanonnh.gov



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION

G+C #20
Date 10-25-17



William Cass, P.E.
Assistant Commissioner

September 22, 2017
Bureau of Aeronautics

His Excellency, Governor Christopher T. Sununu
and the Honorable Council
State House
Concord, NH 03301

REQUESTED ACTION

Authorize the Department of Transportation to award a grant to the City of Lebanon (Vendor Code 177422), AIP-57, to conduct a preliminary engineering and design to collect data and provide conceptual engineering for the future development at the Lebanon Municipal Airport. State and Federal participation in the amount of \$199,500.00 is effective upon Governor and Council approval through September 14, 2021. 90% Federal Funds, 5% General Funds, 5% Other Funds.

Funding is available as follows:	<u>FY 2018</u>
04-96-96-960030-7537 FAA Projects 034-500152 Design/Study	\$189,000.00
04-96-96-960030-7976 FAA Projects 034-500152 Design/Study	<u>\$ 10,500.00</u>
Total	\$199,500.00

EXPLANATION

A Federal Aviation Administration (FAA) grant has been awarded for \$189,000.00 (attached), which represents 90% of the funding for AIP-57, to conduct a preliminary engineering and design to collect data and provide conceptual engineering for the future development at the Lebanon Municipal Airport.

The conceptual designs that will be evaluated are the following:

- Runway 18-36, full length, including runway end safety areas
- Taxiway "A" extension
- Phase 1B grading to provide fill material for the future Runway 18-36 and Taxiway "A" extension projects
- Runway 7-25, limited analysis

Data collection efforts will include a limited topographical survey, and an aeronautical survey in accordance with FAA Advisory Circular 150/5300-18B, *General Guidance and Specifications for Submission of Aeronautical Surveys to National Geodetic Survey (NGS): Field Data Collection and Geographical Information Systems (GIS) Standards*.

One of the major objectives of this study is to recommend a Runway 18-36 design profile and grading plan for the airport to use in supporting the concurrent Environmental Assessment update, for use in developing preliminary design and environmental permitting plans and to support the aeronautical survey efforts.

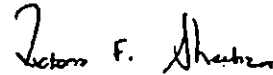
The Department of Transportation accepts the Federal Funds for this project as a pass through to the City of Lebanon in accordance with RSA 422:15. State participation in the amount of \$10,500.00 (5% of this project) is also requested. The City of Lebanon will participate in the amount of \$10,500.00 (5% of this project). The total cost of this airport improvement project is \$210,000.00.

In the event that the federal funds are no longer available, General Funds will not be requested to support this program.

In accordance with the FAA Grant Assurances C - Sponsor Certifications, Responsibility and Authority of the Sponsor, the grant funds must be immediately available for the project to execute the grant offer; therefore all funding for this project is encumbered in the first fiscal year.

Please note that the state funds are from the General Fund and have been previously approved in HB25, 2013, 195:1, XVI- A.1 and 2015, 220:1, XVI- A1 Capital Budget.

Sincerely,



Victoria F. Sheehan
Commissioner

VFS/tls
Attachments



U.S. Department
of Transportation
Federal Aviation
Administration

GRANT AGREEMENT

PART I – OFFER

Date of Offer	AUG 30 2017
Airport/Planning Area	Lebanon Municipal Airport
AIP Grant Number	3-33-0010-057-2017
DUNS Number	170369318
TO:	City of Lebanon, New Hampshire (herein called the "Sponsor")

FROM: The United States of America (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated July 20, 2017, for a grant of Federal funds for a project at or associated with the Lebanon Municipal Airport, which is included as part of this Grant Agreement; and

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

Improve Runway 18/36 Safety Area – Phase 1, Preliminary Design (Data Collection and Conceptual Engineering),

which is more fully described in the Project Application.

NOW THEREFORE, According to the applicable provisions of the former Federal Aviation Act of 1958, as amended and recodified, 49 U.S.C. § 40101, et seq., and the former Airport and Airway Improvement Act of 1982 (AAIA), as amended and recodified, 49 U.S.C. § 47101, et seq., (herein the AAIA grant statute is referred to as "the Act"), the representations contained in the Project Application, and in consideration of (a) the Sponsor's adoption and ratification of the Grant Assurances dated March 2014, and the Sponsor's acceptance of this Offer; and, (b) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurances and conditions as herein provided.

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay ninety (90) percent of the allowable costs incurred accomplishing the Project as the United States share of the Project.

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is \$189,000. The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):
 - \$0 for planning
 - \$189,000 airport development or noise program implementation; and,
 - \$0 for land acquisition.
2. **Period of Performance.** The period of performance begins on the date the Sponsor formally accepts this agreement. Unless explicitly stated otherwise in an amendment from the FAA, the end date of the period of performance is 4 years (1,460 calendar days) from the date of formal grant acceptance by the Sponsor. The Sponsor may only charge allowable costs for obligations incurred prior to the end date of the period of performance (2 CFR §200.309). Unless the FAA authorizes a written extension, the sponsor must submit all project closeout documentation and liquidate (pay off) all obligations incurred under this award no later than 90 calendar days after the end date of the period of performance (2 CFR §200.343). The period of performance end date does not relieve or reduce Sponsor obligations and assurances that extend beyond the closeout of a grant agreement.
3. **Ineligible or Unallowable Costs.** The Sponsor must not include any costs in the project that the FAA has determined to be ineligible or unallowable.
4. **Indirect Costs - Sponsor.** Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.
5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with the regulations, policies, and procedures of the Secretary. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
6. **Completing the Project Without Delay and in Conformance with Requirements.** The Sponsor must carry out and complete the project without undue delays and in accordance with this agreement, and the regulations, policies, and procedures of the Secretary. The Sponsor also agrees to comply with the assurances which are part of this agreement.
7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
8. **Offer Expiration Date.** This offer will expire and the United States will 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 September 15, 2017, or such subsequent date as may be prescribed in writing by the FAA.

9. **Improper Use of Federal Funds.** The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this grant agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.
10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this grant agreement.
11. **System for Award Management (SAM) Registration And Universal Identifier.**
- A. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at <http://www.sam.gov>).
- B. Data Universal Numbering System: DUNS number means the nine-digit number established and assigned by Dun and Bradstreet, Inc. (D & B) to uniquely identify business entities. A DUNS number may be obtained from D & B by telephone (currently 866-705-5771) or on the web (currently at <http://fedgov.dnb.com/webform>).
12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the Sponsor must make each payment request under this agreement electronically via the Delphi invoicing System for Department of Transportation (DOT) Financial Assistance Awardees.
13. **Informal Letter Amendment of AIP Projects.** 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 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.
- The FAA can also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of condition No. 1.
- The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.
- An informal letter amendment has the same force and effect as a formal grant amendment.
14. **Air and Water Quality.** The Sponsor is required to comply with all applicable air and water quality standards for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this agreement.

- 15. Financial Reporting and Payment Requirements.** The Sponsor will comply with all federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.
- 16. Buy American.** Unless otherwise approved in advance by the FAA, the Sponsor 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 which funds are provided under this grant. The Sponsor will include a provision implementing Buy American in every contract.
- 17. Maximum Obligation Increase For Primary Airports.** In accordance with 49 U.S.C. § 47108(b), 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 for land project.
- 18. Audits for Public Sponsors.** The Sponsor must provide for a Single Audit or program specific audit in accordance with 2 CFR part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/facweb/>. Provide one copy of the completed audit to the FAA if requested.
- 19. Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR §180.200, the Sponsor must:
- A. Verify the non-federal entity is eligible to participate in this Federal program by:
 - 1. Checking the excluded parties list system (EPLS) as maintained within the System for Award Management (SAM) to determine if the non-federal entity is excluded or disqualified; or
 - 2. Collecting a certification statement from the non-federal entity attesting they are not excluded or disqualified from participating; or
 - 3. Adding a clause or condition to covered transactions attesting individual or firm are not excluded or disqualified from participating.
 - B. Require prime contractors to comply with 2 CFR §180.330 when entering into lower-tier transactions (e.g. Sub-contracts).
 - C. Immediately disclose to the FAA whenever the Sponsor (1) learns they have entered into a covered transaction with an ineligible entity or (2) suspends or debar a contractor, person, or entity.
- 20. Ban on Texting While Driving.**
- A. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:
 - 1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.
 - 2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

- B. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts and subcontracts.

21. AIP Funded Work Included In a PFC Application-

Within 90 days of acceptance of this award, Sponsor must submit to the Federal Aviation Administration an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this grant award. The airport sponsor may not make any expenditure under this award until project work addressed under this award is removed from an approved PFC application by amendment.

- 22. Exhibit "A" Property Map.** The Exhibit "A" Property Map dated October 13, 2009, attached to AIP 3-33-0010-047-2011, is incorporated herein by reference and made part of this grant agreement.

23. Employee Protection from Reprisal.

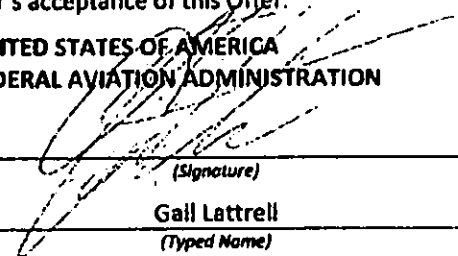
A. Prohibition of Reprisals –

1. In accordance with 41 U.S.C. § 4712, an employee of a grantee or subgrantee may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in sub-paragraph (A)(2), information that the employee reasonably believes is evidence of:
 - i. Gross mismanagement of a Federal grant;
 - ii. Gross waste of Federal funds;
 - iii. An abuse of authority relating to implementation or use of Federal funds;
 - iv. A substantial and specific danger to public health or safety; or
 - v. A violation of law, rule, or regulation related to a Federal grant.
2. Persons and bodies covered: The persons and bodies to which a disclosure by an employee is covered are as follows:
 - i. A member of Congress or a representative of a committee of Congress;
 - ii. An Inspector General;
 - iii. The Government Accountability Office;
 - iv. A Federal office or employee responsible for oversight of a grant program;
 - v. A court or grand jury;
 - vi. A management office of the grantee or subgrantee; or
 - vii. A Federal or State regulatory enforcement agency.
3. Submission of Complaint – A person who believes that they have been subjected to a reprisal prohibited by paragraph A of this grant term may submit a complaint regarding the reprisal to the Office of Inspector General (OIG) for the U.S. Department of Transportation.
4. Time Limitation for Submittal of a Complaint - A complaint may not be brought under this subsection more than three years after the date on which the alleged reprisal took place.
5. Required Actions of the Inspector General – Actions, limitations and exceptions of the Inspector General's office are established under 41 U.S.C. § 4712(b)
6. Assumption of Rights to Civil Remedy - Upon receipt of an explanation of a decision not to conduct or continue an investigation by the Office of Inspector General, the person submitting a complaint assumes the right to a civil remedy under 41 U.S.C. § 4712(c).

24. The FAA, in tendering this offer on behalf of the United States, recognizes the existence of an agency relationship between the City of Lebanon, New Hampshire, as principal, and the New Hampshire Aeronautics Commission, as agent, created by an Agreement of Agency dated June 5, 1979, which is incorporated herein by reference, and the sponsor agrees that said Agency Agreement will not be amended, modified, or terminated without the prior written approval of FAA.
25. **Preliminary Engineering:** This Phase 1 grant is being issued in order to collect data and perform GIS survey for Runway 18/36 Safety Area Improvement project. The Sponsor understands and agrees that within two (2) years from the execution of this grant agreement that the Sponsor will accept, subject to the availability of federal funding as identified in the Airport Capital Improvement Plan (ACIP), a grant to complete the final design phase for list project type in detail, i.e. the pavement rehabilitation or for the construction of the project in order to provide a useful and useable facility. The Sponsor also understands that if the FAA has provided federal funding to complete the final design for the project, and the Sponsor has not completed the final design within four (4) years from the execution of this grant agreement, the FAA may suspend or terminate grants related to the design.

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 this Offer and Acceptance shall comprise a Grant Agreement, as provided by the Act, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the assurances and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION



(Signature)

Gail Lattrell
(Typed Name)

Acting Manager, Airports Division
(Title of FAA Official)

PART II - ACCEPTANCE

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the terms and conditions in this Offer and in the Project Application.

I declare under penalty of perjury that the foregoing is true and correct.¹

Executed this 15th day of Sept., 2017.

City of Lebanon, New Hampshire

(Name of Sponsor)

Paula Maville

(Signature of Sponsor's Authorized Official)

By:

Paula Maville

(Typed Name of Sponsor's Authorized Official)

Title:

Interim City Manager

(Title of Sponsor's Authorized Official)

CERTIFICATE OF SPONSOR'S ATTORNEY

I, Matthew C. Decker, acting as Attorney for the Sponsor do hereby certify:
(Typed Name of Sponsor's Attorney)

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of New Hampshire. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and 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 the Act. 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.

Dated at Lebanon NH (location) this 15th day of September, 2017

By:

Matthew C. Decker

(Signature of Sponsor's Attorney)

Gardner Feltner & Waugh PLLC

¹Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. Section 1001 (False Statements) and could subject you to fines, imprisonment, or both.