

# HAZARD MITIGATION GRANT PROGRAM PROJECT SUBAPPLICATION

**NOTE:** Please click within the greyed section to begin typing in each section of the application.

**DISASTER NUMBER:**

TBD

**JURISDICTION NAME:**

Douglas County

**PROJECT TITLE:**

Minden-Tahoe Airport Emergency Generator



# HAZARD MITIGATION GRANT PROGRAM (HMGP)

## INTRODUCTION

### INTRODUCTION

As a result of the declaration of a major federal disaster or aggregate Fire Management Assistance declarations, the State of Nevada is eligible for HMGP funding. The State has established priorities to accept project subapplications from subapplicants statewide, state agencies, tribal governments, local governments, and Private Non-Profits.

Hazard mitigation activities are aimed at reducing or eliminating future damages. Activities include cost effective hazard mitigation projects and hazard mitigation plans approvable by the Federal Emergency Management Agency (FEMA).

Nevada's Enhanced State Hazard Mitigation Plan (ESHMP) accreditation resulted in additional dollars available for local agencies' hazard mitigation plan and project funding for Hazard Mitigation Grant Program (HMGP). To maintain ESHMP status, further information is requested by FEMA. This information is requested as a means of assessing the pro-activity of your community or agency.

### PUBLIC ASSISTANCE

If your project is aimed at repairing a damaged facility resulting from a federally declared disaster, contact the Public Assistance (PA) Program at [disaster-recovery@dem.nv.gov](mailto:disaster-recovery@dem.nv.gov). HMGP does not fund repairs for damages that result after a disaster.

### TIME EXTENSIONS

Time extensions may be requested and will be approved or denied on a case-by-case basis. To request additional time to submit a subapplication, send an email to the [mitigation@dem.nv.gov](mailto:mitigation@dem.nv.gov) mailbox. The subject line must include: "Subapplication Time Extension Request (include Disaster Number and Project Control Number)". The body of the message must include justification and specific details supporting why more time is needed and how much additional time is requested. **Time extensions must be requested 120 days prior to end of period of performance.**

### QUESTIONS

Submit all HMGP subapplication questions to the following mailbox: [mitigation@dem.nv.gov](mailto:mitigation@dem.nv.gov).

# HAZARD MITIGATION GRANT PROGRAM REGULATIONS

## REGULATIONS

Federal funding is provided under the authority of the [Robert T. Stafford Emergency Assistance and Disaster Relief Act \(Stafford Act\)](#) through FEMA and the Nevada Division of Emergency Management (NV DEM). NV DEM is responsible for identifying program priorities, reviewing subapplications and forwarding recommendations for funding to FEMA. FEMA has final approval for activity eligibility and funding.

The federal regulations governing HMGP are found in Title 44 of the Code of Federal Regulations (44CFR), Part 201 (Planning) and Part 206 (Projects) and in Title 2 of the Code of Federal Regulations (2CFR), Part 200 (Uniform Administrative Requirements).

Regulations have been developed to implement the National Environmental Policy Act (NEPA). These regulations, as set forth in Title 40, Code of the Federal Regulations (CFR) Parts 1500-1508, require an investigation of the potential environmental impacts of a proposed federal action, and an evaluation of alternatives as part of the environmental assessment process. The FEMA regulations that establish the agency-specific process for implementing NEPA are set forth in 44 CFR Part 10. FEMA will lead the NEPA clearance process.

## FEMA GUIDANCE

FEMA requires that all projects adhere to the [Hazard Mitigation Assistance Program and Policy Guide 2023](#).

## HAZARD MITIGATION GRANT PROGRAM ELIGIBILITY CHECKLIST

Before completing the subapplication, review the following HMGP eligibility checklist to ensure project meets the requirements for HMGP funding.

- Construction/Ground-Breaking:** No construction or ground-breaking activities are allowed prior to FEMA approval. HMGP does not fund projects that are in progress or projects that have already been completed.
- Scope of Work:** The project scope of work (SOW) must be consistent with the SOW provided in the approved Notice of Interest (NOI).
- Benefit Cost Analysis:** FEMA Benefit Cost Analysis (BCA) Toolkit Version 6.0 must be used to conduct the BCA. FEMA will only consider subapplications that use a FEMA-approved BCA methodology. Documentation to support all BCA calculations must be included in subapplication. Projects with a benefit cost ratio (BCR) of less than 1.0 will not be considered. BCA will be verified by FEMA and NV DEM upon subapplication submittal. 5% Initiative Projects do not need a BCA. Planning grants do not need a BCA. Projects under \$1 Million may create a BCA narrative answering the five noted questions from FEMA.
- Subapplicant Eligibility:** Subapplicant must be an eligible State Agency, Local Government (City, County, Special Districts), Federally Recognized Tribe or Private Nonprofit (PNP) Organization. PNP is defined as private nonprofit educational, utility, emergency, medical, or custodial care facility, facilities providing essential governmental services to the general public and such facilities on Indian reservations (see 44 CFR Sections 206.221(e) and 206.434(a)(2)).
- LHMP/MJHMP:** Subapplicant must have a FEMA approved and adopted Local or Multi-Jurisdictional Hazard Mitigation Plan (LHMP or MJHMP) to be eligible for HMGP funding. If a jurisdiction has its own governing body, jurisdiction must be covered under its own plan. LHMP's/MJHMP's expire five years after FEMA approval. Failure to update plan before expiration date may cause project deobligation.
- Cost Share:** Local funding match of 25% of the total project cost is required by the subapplicant. HMGP matching funds must be from a non-federal source. The State does not contribute to local funding match.
- Period of Performance:** Projects must be completed (including close-out) within the 36-month Period of Performance (POP). POP begins upon FEMA approval/funding of the subapplication.

## HAZARD MITIGATION GRANT PROGRAM ELIGIBILITY CHECKLIST (continued)

- Complete Subapplication:** Failure to include all required documentation will delay the processing of your subapplication and may result in denial of project. The SOW, cost estimate, cost estimate narrative, management costs cost estimate, work schedule and BCA must accurately mirror each other to be considered for funding. The budget narrative must include a detailed description of every cost estimate line-item, including the methodology used to estimate each cost.
  
- Regulations:** Subapplications that are inconsistent with state and federal HMGP regulations, or do not meet eligibility criteria will not be considered.
  
- Duplication of Programs:** HMGP funding cannot be used as a substitute or replacement to fund activities or programs that are available under other federal authorities, known as Duplication of Programs (DOP).
  
- Time Extensions:** Unless a time extension has been approved before the deadline, subapplications must be postmarked by the applicable deadline to be considered for funding.



**SUBAPPLICANT MUST BE ABLE TO CHECK EVERY BOX TO QUALIFY FOR HMGP FUNDING.**

# SUBAPPLICATION FORMAT INSTRUCTIONS

NV OEM requires the following format to be used for all HMGP subapplications.

## COMPLETE SUBAPPLICATION PACKAGE CONSISTS OF THE FOLLOWING:

### Electronic Version of the completed application

- Table of Contents
- All electronic attachments must be clearly titled

### Send electronic version to NV OEM either by email, DropBox or Microsoft Word 365 Zip function.

- Attachments must be in one of the following formats: Microsoft Word Version 2007 (or newer), Microsoft Excel or Adobe PDF
- Benefit Cost Analysis (BCA) 6.0 must be included (both PDF and Excel format)
- All electronic attachments must be clearly titled

## ORGANIZATION OF THE FOLDERS MUST BE LABELED IN THE FOLLOWING FORMAT:

0. Table of Contents
1. Subapplication
2. Scope of Work
3. Designs
4. Studies
5. Maps
6. Photos
7. Schedule (Additional documentation work schedule components, Gantt chart, etc.)
8. Budget ([HMGP Cost Estimate Spreadsheet](#) and cost estimate narrative)
9. Match ([Local Match Commitment Letter Template](#))
10. BCA Report ([BCA Version 6.0](#) report and BCA supporting documentation)/BCA Narrative for projects under \$1 Million
11. Maintenance ([Project Maintenance Letter Template](#))
12. Environmental ([FEMA's Site Information, Environmental Review and Checklist](#) and all other environmental documentation)
13. Supporting Docs (Any extra supporting documentation)

## EMAIL COMPLETED SUBAPPLICATIONS TO:

[mitigation@dem.nv.gov](mailto:mitigation@dem.nv.gov)



## LOCAL HAZARD MITIGATION PLAN INFORMATION

**9. LOCAL HAZARD MITIGATION PLAN (LHMP) REQUIREMENT:**

 A FEMA approved and locally adopted LHMP is required to receive federal funding for all project subapplication activities. Subapplicants for HMGP funding must have a FEMA-approved Mitigation Plan in place at the time of sub-award. Subapplication will be reviewed to ensure that the proposed activity is in conformance with subapplicant’s plan. For State agencies, please use the currently approved Enhanced State Hazard Mitigation Plan.

**A. NAME/TITLE OF YOUR LHMP:** Douglas County Hazard Mitigation Plan

<b>LOCAL SINGLE JURISDICTIONAL MULTIHAZARD MITIGATION PLAN:</b>	<b>OR</b>	<b>LOCAL MULTI JURISDICTIONAL MULTIHAZARD MITIGATION PLAN:</b>
DATE SUBMITTED TO NV DEM: <span style="border: 1px solid black; padding: 2px;">11/11/24</span>		DATE SUBMITTED TO NV DEM: <span style="border: 1px solid black; padding: 2px;"></span>
DATE APPROVED BY FEMA: <span style="border: 1px solid black; padding: 2px;">4/24/25</span>		DATE APPROVED BY FEMA: <span style="border: 1px solid black; padding: 2px;"></span>
DATE ADOPTED BY LOCAL AGENCY: <span style="border: 1px solid black; padding: 2px;">12/19/24</span>		DATE ADOPTED BY LOCAL AGENCY: <span style="border: 1px solid black; padding: 2px;"></span>
		LEAD AGENCY: <span style="border: 1px solid black; padding: 2px;"></span>

**C. IF YOUR PROJECT IS REFERENCED IN YOUR LHMP, INDICATE WHERE THE PROPOSED PROJECT CAN BE FOUND; USE N/A FOR NOT APPLICABLE BOXES:**

CHAPTER	PART	SECTION	PAGE
III. Mitigation Strategy	Objective 1.3	Action #1.3.1	III-23

 **DO NOT INCLUDE A COPY OF YOUR PLAN WITH SUBAPPLICATION.**

**D. PROVIDE A SHORT NARRATIVE DETAILING HOW YOUR PROJECT ALIGNS WITH THE RISK AND HAZARD ASSESSMENTS, STRATEGIES, GOALS AND/OR OBJECTIVES OF YOUR PLAN:**

Goal #1 in Douglas County’s Mitigation Strategy is to Protect Lives, Property, and the Natural Environment. Objective #1.3 is to ensure the continuity of critical economic and public facilities and infrastructure, with Action #1.3.1 to “Secure funding to acquire emergency power to maintain critical infrastructure.” This application aligns with this goal and objective due to the airport’s support of critical missions such as firefighting and medical flights.

## COMMUNITY INFORMATION

**10. COMMUNITY PARTICIPATION:**

**A. CHECK BOX(ES) IF YOUR COMMUNITY PARTICIPATES IN ANY OF THE FACTORS BELOW:**

Select a column appropriate to your type of project. Acronyms include: Community Wildfire Protection Plan (CWPP), Community Rating System (CRS) Plan and Unreinforced Masonry (URM) Participation.

<b>FIRE</b>	<b>FLOOD</b>	<b>EARTHQUAKE</b>
<input type="checkbox"/> CWPP, FIRE WIRE, FIRE SAFE <input type="checkbox"/> CURRENT CEQA ACTIVITY <input type="checkbox"/> DEFENSIBLE SPACE	<input checked="" type="checkbox"/> CRS PLAN <input type="checkbox"/> CURRENT CEQA ACTIVITY <input checked="" type="checkbox"/> HYDROLOGY STUDY	<input type="checkbox"/> SHAKEOUT DRILL PARTICIPATION <input type="checkbox"/> URM PARTICIPATION <input type="checkbox"/>

**B. PROVIDE A NARRATIVE DESCRIPTION OF ALL OF FACTORS SELECTED FROM LIST ABOVE:**

Douglas County participates in FEMA's CRS program and is currently rated 6. The County encourages all property owners within the Special Flood Hazard Areas to obtain flood insurance.

**C. IS YOUR JURISDICTION REQUIRED TO PROVIDE PUBLIC NOTICE OF THIS PROJECT?**

Yes  No If yes, provide details:

**PROJECT INFORMATION**

**11. PROJECT TITLE:**

MUST USE THE SAME PROJECT TITLE ORIGINALLY USED IN THE APPROVED NOTICE OF INTEREST (NOI). IF YOU NEED TO CHANGE YOUR PROJECT TITLE, CONTACT NV DEM at [mitigation@dem.nv.gov](mailto:mitigation@dem.nv.gov)

**12. PROJECT LOCATION:**

**A. IDENTIFY THE COUNTY/COUNTIES WHERE THE ACTIVITY WILL OCCUR:**

**B. LATITUDE/LONGITUDE COORDINATES:**

FEMA requires that all projects be geo-coded using latitude and longitude (lat/long) using NAD-83 or WGS-84 datum. The lat/long coordinates must be expressed in degrees including five or more decimal places (e.g., latitude 36.999221, longitude -109.044883).

LATITUDE
39.00035

LONGITUDE
-119.75695



**IF THERE ARE MORE THAN ONE SET OF LAT/LONG COORDINATES, PROVIDE ON SEPARATE DOCUMENT AND ADD TO MAP SECTION OF BINDER.**

**C. STRUCTURE COORDINATES:**

- For projects that protect buildings or other facilities, provide coordinates for each structure at either the front door of the structure or the intersection of the public road and driveway that is used to access the property.
- For large activity areas, such as detention basins or vegetation management projects, the location must be described by three or more coordinates that identify the boundaries of the project.
- The polygon created by connecting the coordinates must encompass the entire project area.

**D. STAGING AREA:**

Describe the project staging area. This is the area where the project equipment, materials and/or debris will be staged. Include a vicinity map with the proposed staging area(s) in the map section of the binder.



**AERIAL MAP(S) OF STAGING AREA(S) MUST BE INCLUDED IN SUBAPPLICATION.**

**E. SITE PHOTOS:**

- A minimum of three ground photos per project site are required. Include in photo section of the binder.

**F. MAPPING REQUIREMENTS:**

Provide the following mapping elements in the map section of the binder:

- If project area has been mapped using GIS software, include the completed Shapefiles in electronic versions of full application.
- Include a vicinity map of the general area showing major roads. Aerial photographs may be used as vicinity maps.
- Prominently mark the project location on the vicinity map.
- Provide a detailed project map that clearly identifies the project boundaries.
- Project map must show all lat/long coordinates provided in the project description.
- Vicinity map and the project map must both have a north arrow and scale.

***i* SEND ONLY ELECTRONIC VERSIONS OF MAPS.**

**G. PUBLIC ASSISTANCE (PA) PROGRAM FUNDING:**

List any Public Assistance Disaster Survey Reports (DSR) or Project Worksheets (PWs) that were completed at the project location from previous disasters. List all current engagement with PA for this current disaster and include date(s) if known:

N/A

**H. DEED RESTRICTIONS THAT LIMIT FEDERAL FUNDING:**

Is there a deed restriction or permanent conservation easement on the property at the project site that would prohibit federal disaster funding (e.g., a previously FEMA funded acquisition of a structure on this property)? If yes, describe in detail.

No

**13. PROJECT DESCRIPTION:**

**A. APPLICATION TYPE:**

- Project  5% Activity

*5% activities are defined as mitigation actions that are consistent with your local hazard mitigation plan and meet all HMGP requirements but may be difficult to conduct a standard BCA to prove cost-effectiveness. Examples: early earthquake warning system, back-up generators for critical facilities, public awareness campaign, mitigation specific community outreach activities.*

**B. PROJECT TYPE:**

Select at least one project type; select as many as needed to accurately describe project.

<input type="checkbox"/> EARTHQUAKE	<input type="checkbox"/> FIRE	<input type="checkbox"/> FLOOD	<input checked="" type="checkbox"/> OTHER
<input type="checkbox"/> CODE ENFORCEMENT	<input type="checkbox"/> DEFENSIBLE SPACE	<input type="checkbox"/> ACQUISITION	<input checked="" type="checkbox"/> CRITICAL FACILITY GENERATOR(S)
<input type="checkbox"/> NON-STRUCTURAL	<input type="checkbox"/> FIRE RESISTANT BUILDING MATERIALS	<input type="checkbox"/> DRY FLOOD PROOFING	<input type="checkbox"/> DROUGHT <input type="checkbox"/> TSUNAMI
<input type="checkbox"/> STRUCTURAL	<input type="checkbox"/> FIRE VEGETATION MANAGEMENT	<input type="checkbox"/> FLOOD CONTROL	<input type="checkbox"/> WIND
<input type="checkbox"/> NON-STRUCTURAL & STRUCTURAL	<input type="checkbox"/> SOIL STABILIZATION	<input type="checkbox"/> ELEVATION	<input type="checkbox"/> OTHER: <input style="width: 100px; height: 20px;" type="text"/>
<input type="checkbox"/> <a href="#">Resilience and Climate Change Adaptation</a> : Projects that mitigate risk through restoration of the natural environment			

**C. DESCRIBE PROBLEM/HAZARDS/RISKS:**

Describe the problem this project is attempting to solve and the expected outcome. Describe the hazards and risks to life, safety and any improvements to property in the project area for at least the last 25 years. Describe in detail how the project reduces hazard effects and risks.

This project will ensure that critical visual navigation aids – including the airport rotating beacon, runway end identifier lights, visual approach slope indicators, and runway lights – and other safety systems remain operational at Minden-Tahoe Airport during power outages. Currently, these systems face outages when power is lost, leading to significant life and safety risks to aviators and ground personnel. The Airport has lost power in the past due to both natural and manmade hazards, including severe wind events, and underground cable failure. Minden-Tahoe is a busy regional general aviation airport, handling approximately 90,000 operations a year (45,000 flights), including air ambulance access to high-level treatment centers in Nevada and California and as an aerial firefighting center to combat wildfire fires in the region.

**D. DESCRIBE RECENT EVENTS THAT INFLUENCED THE SELECTION OF THIS PROJECT:**

Describe recent events (e.g. changes in the watershed, discovery of a new hazard, zoning requirements, inter-agency agreements, etc.) that influenced the selection of this project.

The Airport faces multiple power outages every year. At the same time, airports, including ours, are increasingly using lighted navigational aids, which rely on power to remain operational. The combination of these two factors has prompted the Airport to seek this generator.

**E. SCOPE OF WORK (SOW):**

**STATE EXACT SOW DOCUMENT TITLE:**

1. Describe the entire SOW of the project in clear, concise, ample detail.
2. Must provide a thorough description of **all tasks and activities** to be undertaken.
3. Must be written in sequential order from start to finish of the project.
4. Describe any land acquisition activities, and/or right-of-way or access easements that need to be obtained.
5. If structural, discuss how the structure/building/facility will be constructed or retrofitted.
6. Include building or structure dimensions, material types, depth and width of excavations, volume of materials excavated, type of equipment to be used, staging and parking areas, and any phasing of the project.
7. If any tunneling is proposed, describe the method and any temporary trenches or pits.
8. Describe any demolition activities that need to occur prior to construction or retrofitting.



**INSERT THIS DOCUMENT IN THE SOW ORDER OF YOUR ELECTRONIC DOCUMENTS.**

**F. HAS YOUR JURISDICTION PREVIOUSLY RECEIVED HMGP FUNDING?**

Yes  No  Unknown | If yes, provide disaster number(s):

**G. HAS YOUR JURISDICTION RECEIVED ANY OTHER FUNDING?**

Describe all other funding received for this project and all other recent projects. Identify the funding source (i.e., Federal, State, Private, etc.).

Douglas County has not received other funding for this project, but the County is a recipient of many other federal and state funds and is well-equipped to manage federal grants of this size. Below is a list of federal grants received by the County:  
NDOT FHWA – 20.205 P656-15-063 \$2,231,675. Completed on time and within Budget

NDOT FHWA – 20.205 \$603,720. Completed on time and within Budget.  
 NDOT FHWA – 20.205 P242-21-019 \$350,000. Completed on time and within Budget.  
 NDOT USDHS – 97.047 9704715-2506 \$1,572,404. Completed on time and within Budget.  
 NDOT USDOT –20.205 PR056-15-063 \$764,995. Completed on time and within Budget.  
 NDOT FTA – 5311 20.509 PR504-19-802 \$473,375 Completed on time and within Budget.  
 NDOT FTA – 5339 20.509 PR578-21-802 \$400,000 In progress.  
 DOJ OVW – 16.589 2017WRAX004 \$1,496,308. Closes Mar 2024.  
 DOJ OVW – 16.589 15JOVW-23-GG-02809-RURA \$750,000 New award.  
 FAA – 20.106 AIP-3 32-0013-033-2019 \$2,611,723. Completed on time and under Budget.  
 FAA –20.106 3-32-0013-037-2021 \$382,837 Completed on time and within Budget.  
 FAA – 20.106 3-2-0013-036-2020 \$3,265,536 Completed on time and within Budget.  
 US Treasury – 21.019 CARES – \$8,920,482  
 US Treasury – 21.019 CSLFRF – \$9,499,223

**H. RELATED PROJECTS:**

Describe any other projects or project components (whether or not funded by FEMA), which may be related to the proposed project, or are in (or near) the proposed project area. FEMA must look at all projects to determine a cumulative effect. FEMA reviews all interrelated projects under NEPA regulations.

N/A

**I. HAZARD ANALYSIS TYPE:**

Select the hazard(s) below that this project will protect against. Select as many as needed.

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> BIOLOGICAL      | <input type="checkbox"/> EARTHQUAKE             | <input type="checkbox"/> LAND SUBSISTENCE            | <input type="checkbox"/> TERRORIST               |
| <input type="checkbox"/> CHEMICAL        | <input checked="" type="checkbox"/> FIRE        | <input type="checkbox"/> MUD/LANDSLIDE               | <input checked="" type="checkbox"/> TORNADO      |
| <input type="checkbox"/> CIVIL UNREST    | <input type="checkbox"/> FISHING LOSSES         | <input type="checkbox"/> NUCLEAR                     | <input type="checkbox"/> TOXIC SUBSTANCES        |
| <input type="checkbox"/> COASTAL STORM   | <input type="checkbox"/> FLOOD                  | <input checked="" type="checkbox"/> SEVERE ICE STORM | <input type="checkbox"/> TSUNAMI                 |
| <input type="checkbox"/> CROP LOSSES     | <input type="checkbox"/> FREEZING               | <input checked="" type="checkbox"/> SEVERE STORM(S)  | <input checked="" type="checkbox"/> WINDSTORM    |
| <input type="checkbox"/> DAM/LEVEE BREAK | <input checked="" type="checkbox"/> HUMAN CAUSE | <input checked="" type="checkbox"/> SNOW             | <input type="checkbox"/> OTHER (describe below): |
| <input type="checkbox"/> DROUGHT         | <input type="checkbox"/> HURRICANE              | <input checked="" type="checkbox"/> SPECIAL EVENTS   |  |

**J. DESIGN PLANS:**

If your project requires design plans, plans should be prepared to supplement the SOW. FEMA prefers 60% design completion at time of application submission. If the project involves ground disturbance, (e.g. enlarging ditches or culverts, diversion ditches, detention basins, storm water improvements, etc.) include the following:

- Scale:** Plans should be drawn to scale (e.g. 1" to 100' or 1" to 200') depicting the entire land parcel, showing buildings, improvements, underground utilities, other physical features, dimensions and cross sections.
- Identification:** Indicate agency name, landowner, civil engineer, soil engineer, geologist, map preparer, and date of map preparation. Also, indicate the name of the project.
- Legend/Orientation:** Include a legend explaining all lines and symbols. Identify property acreage and indicate direction with a north arrow (pointing to top or right-hand side of the plan).
- Dimensions:** Show property lines and dimensions. Also, show boundary lines of project and their dimensions if only a portion of the property is being utilized for the project.
- Structures:** Identify all existing and proposed buildings and structures including storm drains, driveways, sidewalks and paved areas.
- Utilities:** Indicate names and location of utilities on property (water, sewage, gas, electric, telephone, cable).
- Roads/Easements:** Indicate location, names, and centerline of streets and recorded roads. Identify any utility, drainage or right-of-way easements on the property.

8. **Drainage:** Show the location, width and direction of flow of all drainage courses on site.
  9. **Grading/Topographic Information:** Show existing surface contours on-site and bordering the property
  10. **Parking:** Show all construction parking and staging areas and provide dimensions.
  11. **Cross Sections:** Provide cross sections of proposed buildings, structures or other improvements, and any trenches, temporary pits or catchment basins.
- If applicable, provide studies and engineering documentation, including any Hydrology and Hydraulics (H&H) data.
- If applicable, provide drawings or blueprints that show the footprint and elevations.



**PLEASE SEND ELECTRONIC VERSIONS OF DESIGN PLANS, DRAWINGS OR BLUEPRINTS.**

**K. PROJECT ALTERNATIVES:**

Identify three project alternatives. NOTE: Proposed action is not based solely on cost but must address feasibility.

**1. ALTERNATIVE #1 – NO ACTION:**

Describe the No Action alternative below. The No Action alternative evaluates the consequences of taking no action and leaving conditions as they currently exist.

If no action is taken, the Airport will continue to experience risks to life and safety due to the disruption to critical visual navigation aids and weather observing systems at times of power loss due to severe weather events.

**2. ALTERNATIVE #2 – PROPOSED ACTION:**

Describe the Proposed Action alternative below. The Proposed Action alternative is the proposed project to solve the problem. Explain why the proposed action is the preferred alternative. Identify how the preferred alternative will solve the problem, why the preferred alternative is the best solution for the community, why and how the alternative is environmentally preferred and why the project is the economically preferred alternative.

The project seeks to acquire an emergency backup generator to support life safety and operational continuity at this busy general aviation airport. MEV handles approximately 90,000 operations a year (45,000 flights), with an estimated 400 based aircraft. The Airport also serves a critical role by providing air ambulance access to high-level treatment centers located in Nevada or California and as an aerial firefighting center to combat wildlife fires in the region. The Airport’s aerial firefighting center, the Sierra Front Interagency Dispatch Center, serves as a base of operation for aerial firefighting aircraft, multiple helicopters and Single Engine Air Tankers (SEATs). There are also facilities for the aircraft to refuel and replenish their fire-retardant supply. The airport is also utilized by military helicopters and fixed-wing aircraft for occasional fuel stops and local training operations.

The proposed 175KW generator will supply 400amp three-phase 208-volt backup power. It will be located on a concrete pad next to the airport’s existing electrical box.

During outages, the generator will supply power to the following critical visual navigation aids:

- Airport Rotating Beacon
- Runway End Identifier Lights (REIL)
- Visual approach slope indicators (VASI)
- Runway lights

The generator will also provide power to the airport’s All Weather Observing System (AWOS) and the administration building, which includes operational and management personnel and the airport restaurant.

**3. ALTERNATIVE #3 – SECOND ACTION ALTERNATIVE:**

Describe the Second Action alternative below. The Second Action alternative described must also solve the described problem. State why this alternative wasn’t chosen. It must be a viable project that could be substituted in the event the proposed action is not chosen.

The Airport could borrow a generator, but it would be smaller than what is needed to power the safety and weather systems that keep the Airport and its users safe. Renting a generator is also not feasible due to how quickly severe weather can lead to power outages, as well as cost and generator availability.

**WORK SCHEDULE INFORMATION**

**14. PROJECT WORK SCHEDULE:**

The intent of the work schedule is to provide a realistic appraisal of the time and components required to complete the project.

- Describe each of the major work elements and milestones in the description section below.
- Project subapplication examples are: construction, architectural, design, engineering, inspection, testing, permits, project management, mobilization and de-mobilization.
- State the total timeframe anticipated for each of the work elements.
- State the total timeframe anticipated to complete the project.
- Work schedule must mirror SOW, budget and BCA.OPTIONAL: Provide the work schedule in GANTT chart form as supplemental documentation in the work schedule section of the binder Include this information as an example.

WORK SCHEDULE EXAMPLE		
#	DESCRIPTION	TIMEFRAME
1.	Kick-off, 90% design meetings	3 months
2.	Final contract drawing development	5 months
3.	Open bids and award contract	4 months
4.	Construction – Mobilization	5 months
5.	Construction – Demolition	4 months
6.	Construction – Concrete and conduit work	2 months
7.	Construction – Trenching	2 weeks
8.	Construction – Utility relocation	4 months
9.	Construction – Electrical Installation	1 month
10.	Construction – Site Restoration	1 week
11.	Construction – Complete punch list	2 months
12.	Construction – Demobilization	1 week
13.	Project Close-out and record drawings	2 months
14.	Grant Close out	3 months
<b>TOTAL MONTHS:</b>		<b>36 months</b>



**TOTAL PROJECT DURATION (INCLUDING CLOSE-OUT) MUST NOT EXCEED A 36 MONTH PERIOD OF PERFORMANCE (POP).**

#	DESCRIPTION	TIMEFRAME
1.	Grant Awarded	1 day
2.	Funding Accepted	120 days
3.	Design and engineering to finalize scope	30 days
4.	Issue RFP and award project	60 days
5.	Building permit	1 week
6.	Procurement (Generator and other equipment	6 months
7.	Site Preparation (concurrent with procurement)	30 days
8.	Electrical Installation	30 days
9.	Utility Installation	30 days
10.	Permits and inspections	30 days

11.	<b>STANDARD VALUE (DO NOT CHANGE)</b>	Grant Close-out	3 months
<b>TOTAL MONTHS:</b>			21 months

If more lines are needed than provided, indicate the title of document in box 1 and attach a separate work schedule in the schedule section of binder.

## COST ESTIMATE INFORMATION

### 15. HMGP COST ESTIMATE SPREADSHEET:

#### A. COST ESTIMATE INSTRUCTIONS:

Using the [HMGP Cost Estimate Spreadsheet](#), provide a detailed cost estimate breakdown.

- Cost estimate describes the anticipated costs associated with the SOW for the proposed mitigation activity. Cost estimates must include detailed estimates of cost item categories.
- Only include costs that are directly related to performing the mitigation activity. If additional work, such as remodeling, additions, or improvements are being done concurrently with the mitigation work, do not include these costs in the submitted budget.
- Documentation that supports the budget must be attached to the subapplication in the budget section of the binder.
- Total costs must be consistent with the requested federal share plus the matching funds and must be consistent with the project cost in the Benefit Cost Analysis (BCA), SOW, and work schedule.

HMGP COST ESTIMATE SPREADSHEET EXAMPLE					
#	ITEM NAME	Unit Qty	UNIT	UNIT COST	COST EST TOTAL
1.	Pre-Award Costs: Develop BCA	4	HR	\$150	\$600
2.	Temp. Inlet Filter Rolls	4	EA	\$250	\$1000
3.	Temp. Fiber Roll	1850	LF	\$3	\$5550
4.	Hydraulic Mulch	1000	SQYD	\$2	\$2000
5.	Plane Asphalt Concrete Pavement	650	SQYD	\$22	\$14300
6.	Street Sweeping for 30 days	30	EA	\$350	\$10500
7.	Roadway Excavation	70	CY	\$40	\$2800
8.	Aggregate Base, Class 2	210	CY	\$75	\$15750
9.	Remove Concrete Pavement	650	SQYD	\$340	\$10540
10.	Asphalt Concrete, Type B	180	TON	\$150	\$27000
11.	Asphalt Concrete, Leveling	10	TON	\$300	\$3000
12.	Asphalt Concrete Dike, Type A	235	LF	\$15	\$3525
13.	Asphalt Concrete Dike, Type F	125	LF	\$8	\$1200
14.	Place Asphalt Concrete	15	SQFT	\$8	\$120
15.	18" Corrugated Steel Pipe Riser	5	LF	\$125	\$625
16.	24" Reinforced Concrete Pipe	275	LF	\$170	\$46750
17.	84" Reinforced Concrete Pipe Install	572	LF	\$400	\$228800
18.	Precast Triple Concrete Box Culvert	44	LF	\$1500	\$66000
19.	Curb Inlet - Type B-1 (L=9')	1	EA	\$6000	\$6000
20.	Curb Inlet - Type B-1 (L=13')	1	EA	\$6300	\$6300
21.	Curb Inlet - Type B-1 (L=15')	1	EA	\$6800	\$6800
22.	Storm Drain Cleanout - Type A-8	3	EA	\$7500	\$22500
23.	8" PVC Sewer	89	LF	\$100	\$8900
24.	Cellular Block (Precast)	4100	SQFT	\$20	\$82000
25.	Project Identification Sign	2	EA	\$1000	\$2000
<b>Total Project Cost Estimate:</b>					<b>\$573480</b>



**NOTE: If requesting sub-recipient management costs, these must be requested in a separate cost estimate spreadsheet.**

#### B. INELIGIBLE COSTS:

The following are ineligible line items:

- Lump Sums
- "Other" Costs
- Cents (must use whole dollar amounts, round unit prices up to whole dollars)
- Contingency Costs
- Indirect Charges
- Miscellaneous Costs
- Overhead Costs

#### C. PRE-AWARD COSTS:

Eligible pre-award costs are costs incurred after the disaster date of declaration, but prior to grant award. Pre-award costs directly related to developing the application may be funded.

- Developing a BCA
- Submission of subapplication
- Workshops or meetings related to development
- Preparing design specifications
- Gathering environmental and historic data



**Subapplicants who are not awarded funds will not receive reimbursement for pre-award costs.**

**D. COST ESTIMATE NARRATIVE:**

FEMA requires a cost estimate narrative that explains all projected expenditures in detail. The cost estimate narrative is intended to mirror the cost estimate spreadsheet and should include a full detailed narrative to support the cost estimates listed in the HMGP Project Cost Estimate Spreadsheet.

If your cost estimate includes City, County, or State employees' time (your agency), include personnel titles and salary/hourly wages plus benefits for a total hourly cost. Detailed timesheets must be retained.

Title the document "Cost Estimate Narrative" and include in the budget section of the binder.

**16. FEDERAL/NON-FEDERAL SHARE INFORMATION:**

**A. FUNDING RESTRICTIONS:**

HMGP funding is restricted to a maximum of \$5 million federal share for each project subapplication. FEMA will contribute up to 75 percent of the total project cost. A minimum of 25 percent of the total eligible costs must be provided from a non-federal source. State does not contribute to local cost share.

**For example:** for a \$6,250,000 total project cost, the federal requested share (75 percent) would be \$4,687,500. The non-federal match share (25 percent) provided would be \$1,562,500.

A jurisdiction may contribute an amount greater than the 25 percent non-federal share.

**For example:** for a \$10,000,000 total project cost, the federal requested share cannot exceed \$5,000,000. Therefore, the non-federal match provided must be \$5,000,000, which exceeds 25 percent of the total cost share. The sum of the non-federal and federal shares must equal the total project cost. In some instances, a grant may be 90% reimbursable with 10% match.

**B. TOTAL PROJECT COST ESTIMATE:**

\$213,000
-----------

Enter total cost formulated on [HMGP Cost Estimate Spreadsheet](#)

ENTER \$ IN BOX ABOVE



**VERIFY ALL AMOUNTS ENTERED ARE ACCURATE.**

**INCORRECT AMOUNTS WILL DELAY PROCESSING OF YOUR SUBAPPLICATION.**

<b>FEDERAL SHARE (75% MAXIMUM)</b>	REQUESTED AMOUNT:	\$159,750
		ENTER \$ IN BOX ABOVE
	PERCENTAGE AMOUNT:	75%
		ENTER % IN BOX ABOVE
<b>NON-FEDERAL SHARE (25% MINIMUM)</b>	REQUESTED AMOUNT:	\$53,250
		ENTER \$ IN BOX ABOVE
	PERCENTAGE AMOUNT:	25%
		ENTER % IN BOX ABOVE

**C. NON-FEDERAL MATCH SOURCE: MATCH COMMITMENT LETTER:**

Use the [Local Match Commitment Letter Template](#) to complete this section and add completed letter to the match section of the binder.

- A signed Match Commitment Letter must be provided on agency letterhead.
- The non-federal source of matching funds must be identified by name and type.
- If “other” is selected for funding type, provide a description.
- Provide the date of availability for all matching funds.
- Provide the date of the Funding Match Commitment Letter.
- The funds must be available at the time of submission unless prior approval has been received from NV DEM.
- If there is more than one non-federal funding source, provide the same information for each source on an attached document.
- Match funds must be in support of cost items listed in the cost estimate spreadsheet.
- Requirements for donated contributions can be found in 2 CFR 200.306.

**BENEFIT/COST EFFECTIVENESS INFORMATION**

**17. BENEFIT/COST EFFECTIVENESS INFORMATION**

**A. BCA INSTRUCTIONS:**

FEMA will only consider subapplications from subapplicants that use a FEMA-approved methodology to conduct the Benefit Cost Analysis (BCA). BCA must be legible, complete and well-documented.

- Project BCAs must demonstrate cost-effectiveness through a Benefit Cost Ratio (BCR) of 1.0 or greater.
- Projects with a BCR of less than 1.0 will not be considered for funding.
- Total project cost must be used in the BCA.
- Maintenance of a completed HMGP project is not an eligible reimbursement activity but must be included in the BCA.

BCA Version 6.0 is the only software that is allowed for conducting a BCA. Some project types may qualify for pre-calculated benefits. Additional information on the BCA Toolkit is available at: <https://www.fema.gov/benefit-cost-analysis>.

 The FEMA BCA Technical Assistance Helpline is available to provide assistance with FEMA’s BCA software by calling 1-855-540-6744 or via email at [BCHelpLine@FEMA.dhs.gov](mailto:BCHelpLine@FEMA.dhs.gov). The FEMA helpline is only to be utilized for technical assistance questions. The FEMA helpline will not verify the accuracy of your BCA.

**B. BCA INFORMATION:**

Once the BCA is completed, enter information requested below.

1. **NET PRESENT VALUE OF PROJECT BENEFITS:**

2. **TOTAL PROJECT COST ESTIMATE:**

3. **BENEFIT COST RATIO:**

**C. ANALYSIS TYPE:**

- FLOOD                       WILDFIRE                       EXEMPT (5% PROJECTS)                       EARTHQUAKE  
 HURRICANE WIND                       DROUGHT                       PRE-CALCULATED                       LANDSLIDE  
 DAMAGE FREQUENCY ASSESSMENT (DFA)

**D. ANALYSIS DATE (date BCA was conducted):**

2/26/2026 – Narrative BCA provided

**E. PROVIDE BCA ELECTRONIC COPIES IN FORMAT DESCRIBED BELOW:**

- Provide An electronic copy of the report in the BCA section of the binder and all backup documentation for information used in the BCA.

**MAINTENANCE ASSURANCE INFORMATION**

**18. PROJECT MAINTENANCE INFORMATION:**

**A. MAINTENANCE ASSURANCE LETTER:**

- Using the [Project Maintenance Letter Template](#), identify all maintenance activities required to preserve the long-term mitigation effectiveness of the project.
- Examples of maintenance include inspection of the project, cleaning and grubbing, trash removal, replacement of worn out parts, etc.
  - Attach a maintenance schedule, estimated annual costs, and a signed maintenance commitment letter for the useful life of the project.

**NATIONAL FLOOD INSURANCE PROGRAM (NFIP)**

**19. NFIP INFORMATION:**

***i* CONTACT YOUR COUNTY OR LOCAL FLOODPLAIN ADMINISTRATOR FOR NFIP INFORMATION.**

**A. NFIP PARTICIPATION:**

1. Is the jurisdiction where the project is located participating in the NFIP?                      YES       NO   
    a. If yes, are they in good standing?                      YES       NO   
    b. If no, explain:

**B. PROJECT LOCATION:**

1. Is this project located in a floodplain or floodway designated on a FEMA Flood Insurance Rate Map (FIRM)?                      YES       NO   
 a. Mark the project location on the FIRM and attach to subapplication in the maps section of the binder.
2. Provide the following information for the location of the project:
- a. FIRM panel number:
- b. FIRM zone designations:

c. NFIP community ID number:

C. LAST COMMUNITY ASSISTANCE VISIT (CAV) DATE:

**ENVIRONMENTAL INFORMATION**

**20. ENVIRONMENTAL INFORMATION:**

**A. FEMA ENVIRONMENTAL CHECKLIST:**

- Complete the [FEMA Site Information, Environmental Review, and Checklist](#) and attach to the environmental section of the binder. Provide a detailed response to each question. Attach supporting documentation in compliance with [FEMA's frontloading requirements](#).

**OTHER**

**21. OTHER**

**A. CID Number:**

**NOTE: If any work is to occur on federal land, you MUST reach out to the federal agency and include a copy of that correspondence with your application.**

**\*FEMA allows 5% of total project cost (federal and non-federal total) for subrecipient management costs reimbursed at 100% (no match required).  
General aviation airport – don't have commercial flights other than charters, emergency responders (care for medical and fire flights, sometimes they stage here if there's a fire within 100 miles)**

# PRINT THIS PAGE – ORIGINAL SIGNATURE IS REQUIRED

## PROJECT CONDITIONS

Indicate by checking each box below that you will adhere to these listed project conditions.

- If during implementation of the project, ground-disturbing activities occur and artifacts or human remains are uncovered, all work will cease and FEMA, NV DEM, and the State Historic Preservation Officer (SHPO) will be notified.
- If deviations from the approved scope of work result in design changes, the need for additional ground disturbance, additional removal of vegetation, or will result in any other unanticipated changes to the physical environment, FEMA will be contacted and a re-evaluation under NEPA and other applicable environmental laws will be conducted.
- If wetlands or waters of the U.S. are encountered during implementation of the project, not previously identified during project review, all work will cease and FEMA will be notified.
- Due to the Federally mandated Environmental and Historic Preservation (EHP) review; no construction will occur for this project prior to FEMA and NV DEM approval.

## AUTHORIZATION

The undersigned does hereby submit this subapplication for financial assistance in accordance with the Federal Emergency Management Agency's (FEMA) Hazard Mitigation Grant Program (HMGP) and the State Hazard Mitigation Administrative Plan and certifies that the subapplicant (e.g., organization, city, or county) will fulfill all requirements of the program as contained in the program guidelines and that all information contained herein is true and correct to the best of our knowledge.

Subapplicant Authorized Agent

**NAME:** Heather MacDonnell

**TITLE:** Airport Manager

**ORGANIZATION:** Minden-Tahoe Airport, Douglas County

**SIGNATURE:** \_\_\_\_\_

**DATE:** 2/27/2026

HAZARD MITIGATION GRANT PROGRAM  
**Minden-Tahoe Airport Emergency Generator**  
Douglas County Project Subapplication

## SCOPE OF WORK

The following is a Scope of Work (SOW) for the installation of an emergency generator at Minden-Tahoe Airport, located 1146 Airport Road, Minden, Douglas County, 89423.

## DESCRIPTION

Minden-Tahoe Airport (MEV) is a general aviation airport located in north-west Nevada, approximately four miles north of the Town of Minden in Douglas County, Nevada. The Airport is approximately 12 miles south of the state capitol, Carson City, Nevada and approximately 47 miles south of Reno, Nevada.

The project seeks to acquire an emergency backup generator to support life safety and operational continuity at this busy general aviation airport. MEV handles approximately 90,000 operations a year (45,000 flights), with an estimated 250 based aircraft. The Airport also serves a critical role by providing air ambulance access to high-level treatment centers located in Nevada or California and as an aerial firefighting center to combat wildlife fires in the region. The Airport's aerial firefighting center, the Sierra Front Interagency Dispatch Center, serves as a base of operation for aerial firefighting aircraft, multiple helicopters and Single Engine Air Tankers (SEATs). There are also facilities for the aircraft to refuel and replenish their fire-retardant supply. The airport is also utilized by military helicopters and fixed-wing aircraft for occasional fuel stops and local training operations.

The proposed 175KW generator will supply 400amp three-phase 208-volt backup power. It will be located on a concrete pad next to the airport's existing electrical box.

During outages, the generator will supply power to the following critical visual navigation aids:

- Airport Rotating Beacon
- Runway End Identifier Lights (REIL)
- Visual approach slope indicators (VASI)
- Runway lights

The generator will also provide power to the airport's All Weather Observing System (AWOS) and the administration building, which includes operational and management personnel, the Civil Air Patrol and the airport restaurant.

Douglas County has other sites with similar generators; therefore, it is experienced with implementing measures to prevent potential spills. Spill prevention and retention measures will be employed.

## TASKS AND ACTIVITIES

In order to successfully complete the Project, the following tasks are contemplated as listed below. Some of the Projects tasks run concurrently with other tasks. The Project schedule meets the maximum 36-month Period of Performance.

1. Grant Awarded (1 day). Self-explanatory.
2. Funding Accepted (120 days). Once the grant is awarded Douglas County requires that an item is prepared and presented to the Board of County Commissioners (BOCC) to formally accept the award. This process requires preparation of a staff report, presentation to the County's Internal Review Committee (IRC), scheduling of the item at a regularly scheduled board meeting and then finally presentation to the BOCC for approval.
3. Design and engineering (30 days). Final design and engineering will be conducted to finalize the scope of the project, in preparation for bidding documents.
4. Issue RFP and award project (60 days). The County will procure a qualified contractor through a competitive process, conforming to all Federal procurement regulations in 2 CFR Part 200 and C 4220.1F and 49 CFR part 26.
5. Obtain building permit (1 week). A building permit will be requested from Douglas County.
6. Equipment Procurement (6 months). This time is built into the schedule to account for the time needed to procure and deliver the generator and other equipment.
7. Site Preparation (30 days, concurrent with procurement). Including installation of a concrete equipment pad with reinforcement; trenching and backfill for electrical conduit and fuel lines; and crane placement (if required).
8. Electrical Installation (30 days). Installation of 400A ATS in electrical room; integration with existing switchgear/service panel; installation of feeder conductors (generator to ATS to main distribution); conduit installation (above and/or below ground); grounding and bonding per NEC; load bank testing (if required); labeling and documentation.

9. Utility installation (30 days): Utility coordination and pressure verification.
10. Permits and inspections (30 days). These include fire department approval and final building inspections.
11. Grant Close-out (90 days). Grant paperwork will be finalized and submitted to the funding agency along with the record drawings, test results, inspection reports and other documents as may be required or requested by the funding agencies.

## LAND ACQUISITION

There is no land acquisition required in this project. The generator will be placed on land already owned by the airport.

## CONSTRUCTION

A concrete pad will be constructed on site. There will not be any modifications to the existing buildings for this generator as it will be placed outside the building.

## DEMOLITION

There is no demolition anticipated to be required during this project. This site was selected because there would be the least amount of ground disturbance.

## 14. PROJECT WORK SCHEDULE

#	DESCRIPTION	TIMEFRAME
1.	Grant Awarded	1 day
2.	Funding Accepted	120 days
3.	Design and engineering to finalize scope	30 days
4.	Issue RFP and award project	60 days
5.	Building permit	1 week
6.	Procurement (Generator and other equipment)	6 months
7.	Site Preparation (concurrent with procurement)	30 days
8.	Electrical Installation	30 days
9.	Utility Installation	30 days
10.	Permits and inspections	30 days
11.	<b>STANDARD VALUE (DO NOT CHANGE)</b> Grant Close-out	3 months
<b>TOTAL MONTHS:</b>		<b>21 months</b>

## HMGP Cost Estimate Spreadsheet

DATE	JURISDICTION NAME	DISASTER & PROJECT OR PLANNING #	PROJECT OR PLANNING TITLE
2/26/2026	Douglas County		Minden-Tahoe Airport Emergency Generator

#	Item Name	Unit Quantity	Unit of Measure	Unit Cost	Cost Estimate Total
1	Generator (400A, 3-Phase)	1	EA	\$ 65,000.00	\$ 65,000.00
2	Automatic Transfer Switch	1	EA	\$ 18,000.00	\$ 18,000.00
3	Concrete Pad and Site Work	1	LS	\$ 15,000.00	\$ 15,000.00
4	Electrical Installation and Materials	1	LS	\$ 60,000.00	\$ 60,000.00
5	Fuel System (Gas extension)	1	LS	\$ 40,000.00	\$ 40,000.00
6	Engineering, Permits, Testing	1	LS	\$ 15,000.00	\$ 15,000.00
7					\$ -
8					\$ -
9					\$ -
10					\$ -
<b>Total Project Cost Estimate:</b>					<b>\$ 213,000.00</b>

AC	ACRE
CF	CUBIC FOOT
CY	CUBIC YARD
DAY	DAY
EA	EACH
HR	HOUR
LF	LINEAR FOOT
LS	LUMP SUM
MBF	MILLION BOARD FEET
MI	MILE
SEAT	NUMBER OF SEATS
SF	SQUARE FOOT
SQ	UNKNOWN
SY	SQUARE YARD
SY/IN	SQUARE YARD PER INCH
TON	TON
FT	FOOT
IN	INCH

HAZARD MITIGATION GRANT PROGRAM  
**Minden-Tahoe Airport Emergency Generator**  
Douglas County Project Subapplication

COST ESTIMATE NARRATIVE

The included cost estimate on this project was developed using estimates drawn from recent comparable projects.

The costs included in this estimate include the purchase of a Generator (400A, 3-phase, \$65,000) and Automatic Transfer Switch (\$18,000).

Site work, including the installation of a concrete equipment pad with reinforcement, trenching and backfill for electrical conduit and fuel lines, and crane placement (if required), was estimated to cost \$15,000.

Electrical installation and materials are estimated to total \$60,000. This scope will include the installation of the 400A ATS in electrical room; integration with existing switchgear/service panel; installation of feeder conductors (generator to ATS to main distribution); conduit installation (above and/or below ground); grounding and bonding per NEC; load bank testing (if required); and labeling and documentation.

The fuel system will consist of the gas line extension and regulator, as well as utility coordination and pressure verification, at a cost of \$40,000.

Engineering, permits and inspections are estimated at \$15,000. This will include design and engineering of the project scope; a building permit; and fire department approval for the utility installation.

The resulting total project cost is estimated at \$213,000.

The requested Federal share is 75% or \$159,750.

The non-federal match provided by Douglas County will be \$53,250.

**JENIFER DAVIDSON**  
*County Manager*

**WENDY LANG**  
*Assistant County Manager*

**KATHY LEWIS, CPA**  
*Chief Operating Officer*



1594 Esmeralda Avenue  
Minden, Nevada 89423

[www.douglascountynv.gov](http://www.douglascountynv.gov)  
775-782-9821

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## OFFICE OF THE COUNTY MANAGER

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25 February 2026

Nevada Office of Emergency Management  
2478 Fairview Drive  
Carson, NV 89701

RE: Letter of Match Commitment

Dear Ms. Lafferty,

Douglas County is pleased to submit an application to the Federal Emergency Management Agency (FEMA) for funding assistance provided by the FY25 Hazard Mitigation Grant opportunity, for activities identified by communities, the economies of which are injured by natural disasters. Douglas County is committed to the continued mitigation of protecting life and property by addressing reoccurring electrical brownouts during high winds and inclement weather.

This project fortifies critical infrastructure essential to protecting the public using the Tahoe-Minden Airport. This project focuses on disaster mitigation to prevent electrical outages allowing essential taxilane lighting and daily services to remain operational.

As a further demonstration of our commitment, Douglas County commits matching funding of \$53,250.00 to this vital project and guarantee the availability of staff and resources necessary to complete the project on time.

As a rural area, we believe that Douglas County's project represents an important opportunity that aligns with FEMA's program goal of emphasizing forward-looking, resilience-based investments. This project represents a strategic use of federal funds to protect the public and strengthen the region's long-term adaptive capacity. We support this project without reservation.

Sincerely,

A handwritten signature in black ink, appearing to read 'J Davidson', is written over a light blue horizontal line.

Jenifer Davidson County Manager  
Douglas County, Nevada  
[cmoffice@douglasnv.us](mailto:cmoffice@douglasnv.us)

Mailing Address: P.O. Box 218, Minden, NV 89423

HAZARD MITIGATION GRANT PROGRAM  
**Minden-Tahoe Airport Emergency Generator**  
Douglas County Project Subapplication

COST-EFFECTIVENESS NARRATIVE

The following is a Cost-Effectiveness Narrative for the Minden-Tahoe Airport Emergency Generator (“Project”).

Minden-Tahoe Airport is a regional general aviation airport located in north-west Nevada, approximately four miles north of the Town of Minden in Douglas County, Nevada. The Airport is approximately 12 miles south of the state capitol, Carson City, Nevada and approximately 47 miles south of Reno, Nevada.

The project seeks to acquire an emergency backup generator to support life safety and operational continuity at this busy general aviation airport. Minden-Tahoe handles approximately 90,000 operations a year (45,000 flights), with an estimated 400 based aircraft.

The Airport also serves a critical role by providing air ambulance access to high-level treatment centers located in Nevada or California and as an aerial firefighting center to combat wildlife fires in the region. The Airport’s aerial firefighting center, the Sierra Front Interagency Dispatch Center, serves as a base of operation for aerial firefighting aircraft, multiple helicopters and Single Engine Air Tankers (SEATs). There are also facilities for the aircraft to refuel and replenish their fire-retardant supply. The airport is utilized by military helicopters and fixed-wing aircraft for occasional fuel stops and local training operations.

Minden-Tahoe Airport also has a significant economic impact in its role as a premier general aviation airport serving the Lake Tahoe Region and Carson Valley. The Airport is a gateway to well-known tourist attractions including Lake Tahoe, bringing many visitors to the area to support local hotels, restaurants, retail and other businesses.

Other economic impacts from the Airport include:

Flight Training. Users conduct local and itinerant flights in order to meet flight proficiency requirements for obtaining FAA pilot certifications. These flights include touch-and-goes, day and night local and cross-country flights and practice approaches. Pilot certifications include Sport, Private, Instrument, Commercial, Instructor and Airline Transport ratings.

Aircraft Maintenance: There are facilities located on the airport that provide maintenance services to based and transient aircraft. Services include but are not limited to 100-hour inspections, annual inspections, powerplant rehabilitation and various repairs.

Minden-Tahoe Airport (MEV) was founded as the Carson Valley Airport during World War II. Construction of the Airport commenced in July 1942 and was completed in October 1942.

This project aligns with Goal #1 in the Douglas County Multi-Hazard Mitigation Plan's Mitigation Strategy: Protect Lives, Property, and the Natural Environment; Objective #1.3: "Ensure continuity of critical economic and public facilities and infrastructure."

Cost estimates used for the acquisition, installation and maintenance of the generator and associated equipment were drawn from similar projects completed recently in Douglas County.

#### HOW OFTEN DOES THE HAZARD BEING MITIGATED OCCUR?

This hazard (power outage) occurs on average three to four times a year.

#### HOW MANY PEOPLE BENEFIT FROM THE PROJECT

Minden-Tahoe handles approximately 90,000 operations a year (45,000 flights), with an estimated 400 based aircraft.

An airport service area is defined by the communities and surrounding areas that are served by the airport facility. Generally, the airport service area includes the area within a thirtyminute drive or twenty-mile radius, of the airport. However, the actual service area is dependent upon several factors including the airport's surrounding topographic features, proximity to its users, quality of ground access and the proximity of the facility to other airports that offer the same or similar services.

To define the service area for Minden-Tahoe Airport in the 2016 Master Plan, the airports in the vicinity and their facilities were reviewed. The Minden-Tahoe service area generally includes Douglas County, which has a population of about 50,000 people.

## WHAT WILL BE DAMAGED IF THE PROJECT IS NOT IMPLEMENTED?

The loss of power to critical visual navigation aids and weather observation systems pose risks to life, health and safety for pilots, passengers and ground personnel. In addition, aircraft, the airport and other nearby structures are at risk of damage.

## WHAT PUBLIC SERVICES/BUSINESSES WOULD LOSE FUNCTION?

### Air Ambulance Services

Organizations such as Summit Air Ambulance provide essential emergency medical transportation for life threatening situations and assists in patient transfers by air from Carson Valley Medical Center to higher level care facilities. The air ambulance services provide quick and efficient transportation in emergency situations when time is of the essence.

### Flight Training

These users conduct local and itinerant flights in order to meet flight proficiency requirements for obtaining FAA pilot certifications. These flights include touch-and-goes, day and night local and cross-country flights and practice approaches. Pilot certifications include Sport, Private, Instrument, Commercial, Instructor and Airline Transport ratings. Depending on the level of interest and aircraft availability, a multi-engine rating may or may not be available. A commercial rating may be accomplished with either a single-engine or multi-engine aircraft. Air transport ratings are usually obtained at larger regional FAR Part 141 certificated flight schools. Flight training at the Airport is provided by Reno-Tahoe Helicopters, Hutt Aviation, Sierra Skyport and SoaringNV.

### Aircraft Maintenance

There are facilities located on the airport that provide maintenance services to based and transient aircraft including Aces Aircraft Maintenance, Hutt Aviation, Rebuilt Aircraft and Walker Aviation. Services include but are not limited to: 100-hour inspections, annual inspections, powerplant rehabilitation and various repairs.

### Military

The airport is currently utilized by military helicopters and fixed-wing aircraft for occasional fuel stops and local training operations.

### Business and Personal Transportation

This category includes business as well as tourism related activities. The types of aircraft utilized for personal and business transportation include a mix of single-engine, multi-engine, turboprop, and turbo jet aircraft.

#### Recreational and Tourism

These users include transient pilots flying into the region to visit recreational and tourist attractions. These users typically utilize single-engine piston aircraft; however, a small percentage may operate multi-engine piston or larger aircraft. Other types of aircraft in this category often include home-built, experimental aircraft, gliders and ultralights.

Recreational aviation operators at Minden-Tahoe Airport include Skydive Lake Tahoe and SoaringNV. The recreational aviation operators at Minden-Tahoe Airport typically operate single-engine piston and turbine driven aircraft and gliders.

#### REFERENCES

- Minden-Tahoe Airport Master Plan (2016): <https://mindentahoeairport.com>

# PROJECT MAINTENANCE LETTER

February 26, 2026

Minden-Tahoe Airport, Douglas County  
1146 Airport Road  
Minden, NV 89423

RE: Minden-Tahoe Airport Emergency Generator Project Subapplication

Dear State Hazard Mitigation Officer:

This is to confirm that Minden-Tahoe Airport is committed to performing the necessary maintenance for the entire useful life of this project (20 YEARS) once completed. The Minden-Tahoe Airport is allocating an annual budget of \$2,000 which will allow maintenance to occur as needed to ensure the generator remains in good repair and operational.

**ENTITY RESPONSIBLE FOR THE MAINTENANCE:** Douglas County (Minden-Tahoe Airport)  
Example: City of Townsville

**PAST MAINTENANCE TASKS INVOLVED:** None; the airport does not currently have a generator

Explain the maintenance cost before mitigation and explain what the maintenance activities included in the past.

**FUTURE MAINTENANCE TASKS INVOLVED:** Monthly load tests and fuel system inspection and annual routine, preventative maintenance, including mechanical inspection, testing, cleaning and replacement of wear-and-tear components.

Explain the maintenance cost after mitigation and explain what the maintenance activities will include in the future.

**FUTURE MAINTENANCE SCHEDULE:** Monthly and Annually  
Example: Annually

**FUTURE COST OF MAINTENANCE:** \$632  
Example: \$10,000.00

**SOURCE OF FUTURE MAINTENANCE FUNDS:** Airport General Funds  
Example: Flood Control Funds

Sincerely,



Heather MacDonnell

Airport Manager

775.782.6261

hmacdonnell@douglasnv.us

# Hazard Mitigation Assistance Grants

## Environmental and Historic Preservation Information Checklist

### Overview

The following checklist details the minimum needed for the Federal Emergency Management Agency (FEMA) to carry out Environmental and Historic Preservation (EHP) review of a Hazard Mitigation Assistance (HMA) grant project. During the EHP review process, FEMA evaluates the potential impacts of a project on the human and natural environment to comply with federal laws, regulations, and Executive Orders (EO), and may include formal consultation with Federal, State, Tribal, regulatory, and permitting agencies.

As part of the project application development, the subapplicant should provide documentation that accurately describes the project so that FEMA can conduct its federal EHP compliance review. The level of detail should include information on the environmental and cultural resources that may be impacted by the proposed project, its purpose and location, existing environmental conditions in the project area, potential project impacts, best management practices (BMPs), different alternatives considered for the project, and mitigation strategies to address environmental impacts of the project.

The gathering of this information may include readily available information or data from relevant sources, but may also necessitate completing relevant EHP-specific technical studies or surveys, coordination with relevant regulatory and permitting agencies, and pertinent documentation completed by local, state, or federal agencies. Completion of some technical EHP studies may require hiring of a consultant.

Designs for projects should be developed to the point where location is clearly identified as well as methodology for project construction, implementation, and operation. For some projects, that may be conceptual or preliminary engineering, for others it may require at least 60 percent design to allow for those details to be clearly defined. Examples of proposed projects that require at least 60 percent design development are those that entail new construction, ground disturbance, structure retrofits (excluding single-family residential elevation or seismic), infrastructure development or improvements, and slope or embankment stabilization.

### Advance Assistance and Phased Projects

Advance Assistance and Phased projects are two funding approaches that allow for studies to develop the details necessary for a full and eligible grant application. These funding options should include the completion of environmental studies and documentation required to conduct the required state and federal EHP reviews. *Any ground disturbing studies (including borings for Geotechnical studies, shovel test pits for archaeological surveys, and wells for subsurface water testing) must be identified in these project applications and their location and methodology described using the same checklist criteria as a standard project review.*

### Standard Project EHP Review

The following checklist provides instructions to identify the key details needed to conduct an EHP review for a project and is intended to reduce the need for an exhaustive Request for Information (RFI) from FEMA as part of the review process. It is organized by section to first list information needed for all projects, with additional sections for specific project types and resource impacts that require additional analysis and information. Not all line items are relevant for every project, so the “not applicable” boxes should be selected and sections skipped where appropriate.

The sections of the EHP Checklist are organized in the following manner:

**Section 1 – Scope of Work Information required for All Projects.** This section is scope and location information that allows for the capture of the critical project details for all projects – the “where” and the “how”.

**Section 2 – EHP Considerations required for All Projects.** This section requests specific information related to details needed to determine existing compliance actions already completed and project elements that prompt EHP compliance with specific laws or Executive Orders.

**Section 3 – EHP Considerations for Projects Impacting Buildings/Structures.** This section identifies additional information relevant to a project directly impacting a building/structure (including activities such as seismic or wind retrofit, fire hardening, floodproofing, elevation, and acquisition).

**Section 4– EHP Considerations for Hazardous Fuels Reduction Projects.** This section requests additional information that is relevant to vegetative fuels reduction/wildfire mitigation projects.

**Section 5 – EHP Considerations for Flood Risk Reduction Projects.** This section requests additional information for projects that impact hydraulic conditions and/or flood hazard areas.

## Section 1 - Scope of Work Information – ALL PROJECTS

*For ALL PROPOSED PROJECTS, the following information is the minimum required for FEMA EHP compliance review.*

Basic Project Description: ALL PROJECTS	Location of Provided Information (pdf. title, link, document reference, etc.)	Not Applicable	Not Provided (Project may not proceed to EHP review)
Provide a description of the proposed work to be completed, inclusive of <b>related</b> work that would not be financially covered under this grant but completed concurrently. Include design drawings, photographs and other documents that provide a clear picture of the proposed funding action.	<b>2_Airport Generator Scope of Work.pdf</b> <b>6. PHOTOS (Folder)</b>		<input type="checkbox"/>
Provide project alternatives that could be utilized if the proposed project is determined to be not feasible. Include a “no action” alternative. These should be reasonable and realistic options.	<b>1_Airport Generator Project Subapplication.pdf</b>		<input type="checkbox"/>
Provide the geographic coordinates (latitude/longitude) and the physical site address of the project area.	<b>39.00035, -119.75695</b> <b>1146 Airport Road,</b> <b>Minden, NV 89423</b>		<input type="checkbox"/>
Provide a geographic information system (GIS), computer-aided design (CAD), Google Earth files (.kmz), map, or image that clearly shows the boundaries of the project area. The information provided should include the boundaries of project activities (temporary and permanent), including staging areas, access routes, any areas of vegetation removal, and the affected structure(s).	<b>5. MAPS (Folder)</b>		<input type="checkbox"/>
If the project would disturb the ground for any reason:  Provide a description of the activities (both temporary and permanent) that would require ground disturbance and the method of disturbance (e.g. grading, trenching, excavating). Provide a map or image that clearly shows the activities (both temporary and permanent) that would require ground disturbance, inclusive of the depth and extent.	<b>2_Airport Generator Culvert Scope of Work.pdf</b>	<input type="checkbox"/>	<input type="checkbox"/>
Provide an estimate of the area of ground disturbance in acres or square feet.	<b>144 SF (16’x9’)</b>	<input type="checkbox"/>	<input type="checkbox"/>
Provide a description of the existing ground surface conditions that would be disturbed at each site (e.g., pavement, landscape shrubs and trees, previously undisturbed soils with vegetation).	<b>Native sand and vegetation</b>	<input type="checkbox"/>	<input type="checkbox"/>
Provide a description of all vehicles and equipment that would be used to implement the project.	<b>Fork truck, crane, concrete mixer</b>		<input type="checkbox"/>

Basic Project Description: ALL PROJECTS	Location of Provided Information (pdf. title, link, document reference, etc.)	Not Applicable	Not Provided (Project may not proceed to EHP review)
Provide a schedule that includes construction, operation, and maintenance activities, including the months or seasons when work would occur and typical number of workdays/work hours.	<b>2_ Airport Generator Scope of Work.pdf</b> <b>7.1_ Airport Generator Schedule.pdf</b>		<input type="checkbox"/>
Provide a description of any known hazardous or contaminated materials that may be present in the project area or that are needed to implement the project.		<input checked="" type="checkbox"/>	
If your project would use any hazardous materials: Description of the BMPs that would be used to minimize exposure of people and the environment to those materials and how they would be discarded.		<input checked="" type="checkbox"/>	
Provide an explanation of any controversy that exists or could exist related to the project.	<b>No public controversy is anticipated.</b>		
Provide a description of any existing or planned public engagement activities for the project.	<b>Updates will be provided to public and airport users</b>		<input type="checkbox"/>
If burning is proposed: Identify any state or local permits required and provide copies of permits.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provide a list of all Best Management Practices (BMPs) to be implemented, as part of the project, to reduce potential impacts.	<b>13.2_ Airport Generator Overview of BMP Plan.doc</b>		<input type="checkbox"/>
Describe any environmental or historic preservation mitigation measures that would be incorporated into the proposed project.		<input checked="" type="checkbox"/>	
If any portion of this proposed project will occur on private land, notification and/or coordination must occur prior to review by EHP. Provide details about what portions of the project area this entails, and documentation of the coordination inclusive of a response from the landowner(s). EHP may require a right-of-entry to conduct environmental studies in support of compliance activities and having this in place before EHP review can expedite these activities.		<input checked="" type="checkbox"/>	

## Section 2 – EHP Considerations – ALL PROJECTS

*For ALL PROPOSED PROJECTS, the following information is the minimum required for FEMA EHP compliance review.*

EHP Considerations: ALL PROJECTS	Location of Provided Information (pdf. title, link, document reference, etc.)	Not Applicable	Not Provided (Project may not proceed to EHP review)
<b>State and/or Federal Agency Coordination</b>			
Provide a description of any agency coordination and permits obtained from federal, state or local agencies to implement the project. Provide copies of any coordination materials, permit applications, or approvals.	<b>2_ Airport Generator Scope of Work.pdf</b>		<input type="checkbox"/>
Provide copies of USFWS Species List from the Information for Planning and Consultation for Project Area: <a href="https://ecos.fws.gov/ipac/">https://ecos.fws.gov/ipac/</a>			<input type="checkbox"/>
Provide copies of previous biological reports/studies/surveys for the project area.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provide copies of archaeological, built-environment, and/or other cultural resources studies. Provide appropriate point-of-contact (POC) and contact information in the “Location of Provided Information”. POC will be contacted during EHP Project review to retrieve information. <b>(Do not attach or submit with application package to secure confidential cultural resources information)</b>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the project require a Section 404 Clean Water Act permit from the US Army Corps of Engineers? If Yes, provide the permit, permit application, or identified permit type (for future application; i.e. Nationwide Permit, Individual Permit).		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the project require a Section 401 Clean Water Act certification? If one has been obtained, provide the documentation detailing any mitigation measures required (ex. riparian vegetation restoration a 3:1 ratio)		<input checked="" type="checkbox"/>	
If any portion of this proposed project will occur on public lands managed by a Federal Agency (US Forest Service, Bureau of Land Management, National Park Service, US Fish & Wildlife, Bureau of Reclamation), notification and/or coordination must occur prior to review by EHP. Provide details about what portions of the project area this entails, project point of contact at the Federal Agency, and documentation of the coordination inclusive of a response from the Agency.		<input checked="" type="checkbox"/>	

EHP Considerations: ALL PROJECTS	Location of Provided Information (pdf. title, link, document reference, etc.)	Not Applicable	Not Provided (Project may not proceed to EHP review)
<b>Impacts to Surface Waters (e.g., ponds, lakes, rivers, streams, wetlands, or other waterbodies).</b>	<b>NOT APPLICABLE</b> ☒		
Provide a description of any surface waters in or near the project area.			<input type="checkbox"/>
Provide a description of any measures that would be used to avoid waterbodies or to avoid impacting water (e.g., setbacks, cofferdams, silt fence).			<input type="checkbox"/>
Provide any permits or applications that were developed related to project impacts on surface waters.			<input type="checkbox"/>
<b>Project Impacts on Floodplain</b>			
Provide a FIRM map showing the project location in proximity to mapped floodplains.	<b>5.4_Airport Generator FIRMETTE Map</b>		<input type="checkbox"/>
If the project and any elements (temporary or permanent) are within, adjacent to, or have any potential to impact a floodplain provide a narrative that details the impact.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
If the project has any potential to impact a floodplain, or involves new activities related to channeling water flows (culverts, stormwater drainages) that may alter flow, provide a narrative that details the impact (including upstream and/or downstream impacts). An hydrologic and hydraulic (H&H) study for the project may be necessary for this.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Vegetation Removal</b> (see Section 4 for hazardous vegetative fuels projects)	<b>NOT APPLICABLE</b> ☒		
Provide a description of the type and amount of vegetation (e.g., two oak trees, one-quarter acre of turf grass) that will be removed to complete the project activities.	<b>Limited vegetation (turf and small shrubs) will be removed during installation.</b>		<input type="checkbox"/>
Provide a description of how vegetation would be removed (e.g., rootball removal, flush cut, dug up, chemical weed killer).	<b>Very limited vegetation will be removed to minimize impacts</b>		<input type="checkbox"/>
Provide photographs of the vegetation to be removed in the project area.	<b>See Photos</b>		<input type="checkbox"/>
Would you restore vegetation after the project is complete or is restoration and mitigation required as a condition of a permit (e.g Section 401 Clean Water Act permit)? Provide a description of where and how		<input checked="" type="checkbox"/>	<input type="checkbox"/>

EHP Considerations: ALL PROJECTS	Location of Provided Information (pdf. title, link, document reference, etc.)	Not Applicable	Not Provided (Project may not proceed to EHP review)
vegetation will be planted (e.g., by hand, with machinery, broadcast seeding), as well as the types and species of vegetation to be planted.			
Would any special techniques be used to ensure survival of the plants/seeds (e.g., mulch, irrigation, protective fencing)? Provide a description of techniques used.		<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Section 3 – EHP Considerations – STRUCTURES

*For projects that impact existing STRUCTURES, in addition to the information required for all projects, the following information is the minimum required to determine EHP compliance requirements.*

Additional Information: ALL STRUCTURES	Location of Provided Information (pdf. title, link, document reference, etc.)	Not Applicable	Not Provided (Project may not proceed to EHP review)
Provide a description of the structure(s) that would be physically modified as part of the implementation of the project, including the year that they were originally constructed. "Structures" can include any element of the built environment that would be altered; e.g. bridges, culverts, lampposts, utility lines, or buildings.	N/A		<input type="checkbox"/>
Provide a description of the proposed structural modifications (e.g., roof, eave, overhang, soffit, exterior wall, vent, gutter, downspout, window, or door modifications) for each structure.	N/A		
Provide a description of any prior improvements or additions that have been made to the structure(s) (e.g., new windows, change in roofing material from original construction), changes to the original location (relocation), or other modifications to the original structure(s).	N/A		<input type="checkbox"/>
Provide photographs of each impacted structure. External photos should be taken of each side and the corners, resulting in a minimum of 8 photographs per structure.  For interior or modifications, provide photographs of the elements that would be altered or impacted.			
If the structure(s) are designated historic properties or in a designated historic district, provide information on the known historic property/district, as applicable.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
For Retrofit Projects (Ignition-Resistant Construction, Seismic Retrofit, Wind Retrofit), provide at least 60% engineering drawings.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Structure Elevation</b>	<b>NOT APPLICABLE</b> <input checked="" type="checkbox"/>		
Provide a description of the number of structures to be elevated, including the size and type of structure(s), and foundation type.			<input type="checkbox"/>

Additional Information: ALL STRUCTURES	Location of Provided Information (pdf. title, link, document reference, etc.)	Not Applicable	Not Provided (Project may not proceed to EHP review)
Provide a description of the elevation method and the steps required to implement the project. What mechanism would be used to elevate the structure(s) (e.g., continuous foundation walls; elevation on open foundations, such as piles, piers, posts, or columns; or elevating on fill)?			<input type="checkbox"/>
Provide a description the existing conditions of the ground surface that would be disturbed at each site (e.g., pavement, landscape shrubs and trees, or previously undisturbed soils with vegetation) and the extent of proposed disturbance at each site due to the construction activities.			<input type="checkbox"/>
<b>Acquisition/Demolition</b>	<b>NOT APPLICABLE ☒</b>		
Provide a description of the type of foundation of each structure to be acquired and how it will be removed/demolished.			<input type="checkbox"/>
Provide a description of how the property would be restored to an open space.			<input type="checkbox"/>
Description of the activities that would require ground disturbance (e.g., foundation excavation, utility line removal, staging area clearing) and show locations on a map or plan view; include the length, width, and depth of the ground disturbance.			<input type="checkbox"/>
<b>Infrastructure Retrofit</b>	<b>NOT APPLICABLE ☒</b>		
Is the project considered part of the critical infrastructure of your community? If yes, describe.		<input type="checkbox"/>	<input type="checkbox"/>
Provide a description of how the project would change the capacity of the infrastructure in the area where the project is being implemented.			<input type="checkbox"/>

## Section 4 – EHP Considerations – HAZARDOUS FUELS REDUCTION

*For projects that include HAZARDOUS FUELS REDUCTION, in addition to the information required for all projects, the following information is the minimum required to initiate EHP compliance review.*

Hazardous Fuels Reduction	Location of Provided Information (pdf. title, link, document reference, etc.)	Not Applicable	Not Provided (Project may not proceed to EHP review)
Provide a description of the type of vegetation (e.g., species, sizes, invasive/native) to be removed and where would it be removed from (e.g. within 100 feet of structures).	Not applicable		<input type="checkbox"/>
Provide a description of methods proposed to remove vegetation (e.g., herbicides, hand tools, mechanical equipment).	Not applicable		<input type="checkbox"/>
Provide a description of any limits on vegetation removal (e.g., only trees less than 12 inches at diameter breast height, limbs up to 10 feet above the ground).	Not applicable		<input type="checkbox"/>
Provide a description of any hazardous trees to be removed, including the felling and removal method (dragging, skidding, etc.).		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provide a description of method and location of vegetation be disposal (e.g., burned on-site, chipped and mulched on-site and at other applicant properties, removed off-site to landfill or compost facility, left in place as snags).	Not applicable		<input type="checkbox"/>
Provide photos illustrating current vegetation conditions in the project area.	Not applicable		<input type="checkbox"/>
Provide a description of the topography within the project area (e.g., steep slopes/mountainous, rolling hills, relatively flat). Are there any restrictions related to slope where the project activities would occur (e.g., skid-steer masticators would only be used on gentle slopes)?	Not applicable		<input type="checkbox"/>
<b>Herbicide Use – Hazardous Fuels Reduction</b>	<b>NOT APPLICABLE</b> <input checked="" type="checkbox"/>		
Identify the types of herbicides proposed and describe whether the herbicides would be used in riparian areas near streams, wetlands, or other waterbodies. Provide an estimate of the distance from the waterbody.			<input type="checkbox"/>
Provide a description of any BMPs that would be used to minimize the impact of herbicides on the environment and people in the project area.			

Hazardous Fuels Reduction	Location of Provided Information (pdf. title, link, document reference, etc.)	Not Applicable	Not Provided (Project may not proceed to EHP review)
<b>Riparian Areas – Hazardous Fuels Reduction</b>	<b>NOT APPLICABLE</b> ☒		
Provide an estimate of the distance from waterbodies within the project area (streams, wetlands, or other waterbodies) and any BMPs related to work near these areas.			<input type="checkbox"/>
Describe methods and BMPs for work in these riparian areas.			<input type="checkbox"/>

## Section 5 – EHP Considerations – FLOOD RISK REDUCTION

*For projects that include FLOOD RISK REDUCTION, in addition to the information required for all projects, the following information is the minimum required to initiate EHP compliance review.*

<b>FLOOD RISK REDUCTION</b>	<b>Location of Provided Information</b> (pdf. title, link, document reference, etc.)	<b>Not Applicable</b>	<b>Not Provided</b> (Project may not proceed to EHP review)
Provide a description of the proposed project’s scope of work and clearly explain how the project elements relate or connect to existing flood control or drainage components.	<b>N/A</b>		<input type="checkbox"/>
Provide a description of how the project will reduce flood risks and the area that would benefit from flood risk reduction.	<b>N/A</b>		<input type="checkbox"/>
Provide an estimate of the size of the area that would benefit from the flood risk reduction.	<b>N/A</b>		<input type="checkbox"/>
Provide a narrative and supporting documentation on the upstream and/or downstream impacts of implementing the proposed project. For a project involving activities related to channeling and altering water flow (culverts, stormwater drainages) an H&H study is required.	<b>N/A</b>		<input type="checkbox"/>

HAZARD MITIGATION GRANT PROGRAM  
**Minden-Tahoe Airport Emergency Generator**  
Douglas County Project Subapplication

## BMP PLAN

### **Project Construction, Operation, and Maintenance**

The following section generally describes the activities that are anticipated to occur before and during project construction and throughout operation and maintenance of the Project. Existing and newly constructed roads would provide access for project construction, operation, and maintenance.

### **Preconstruction Activities (Site Preparation, Surveying, and Staking)**

Roadway/traffic flagging would occur on an as-needed basis when heavy machinery is accessing the Project Area. If necessary, biologically and culturally sensitive areas would be avoided through pre-construction flagging and/or monitoring during construction.

### **Construction Personnel, Equipment, and Vehicles**

Although the specific personnel conducting construction activities is unknown at this time, a contractor would be selected through the bidding process by Douglas County Community Development. The following list is the typical equipment that would be used for construction and maintenance:

- Fork truck
- Concrete mixers
- Crane (if required)

### **Construction Activities including Site Grading and Excavation**

Construction activities would include Site Preparation (installation of concrete equipment pad with reinforcement; trenching and backfill for electrical conduit and fuel lines; crane placement, if required); Electrical Installation (installation of 400A ATS in electrical room, integration with existing switchgear/service panel, installation of feeder conductors, conduit installation, grounding and bonding per NEC, and load bank testing if required); and gas line extension and regulator installation.

### **Construction Best Management Practices**

To minimize fugitive dust, BMPs would be implemented:

- Limiting disturbed areas to those only required for construction of the projects and preservation of natural vegetation through establishment of firm construction limits.
- Water would be utilized during construction to control dust during construction.
- Water would be sprayed so it would not concentrate and run-off the site.

To minimize traffic noise and measures to limit visual intrusions, BMPs would be implemented:

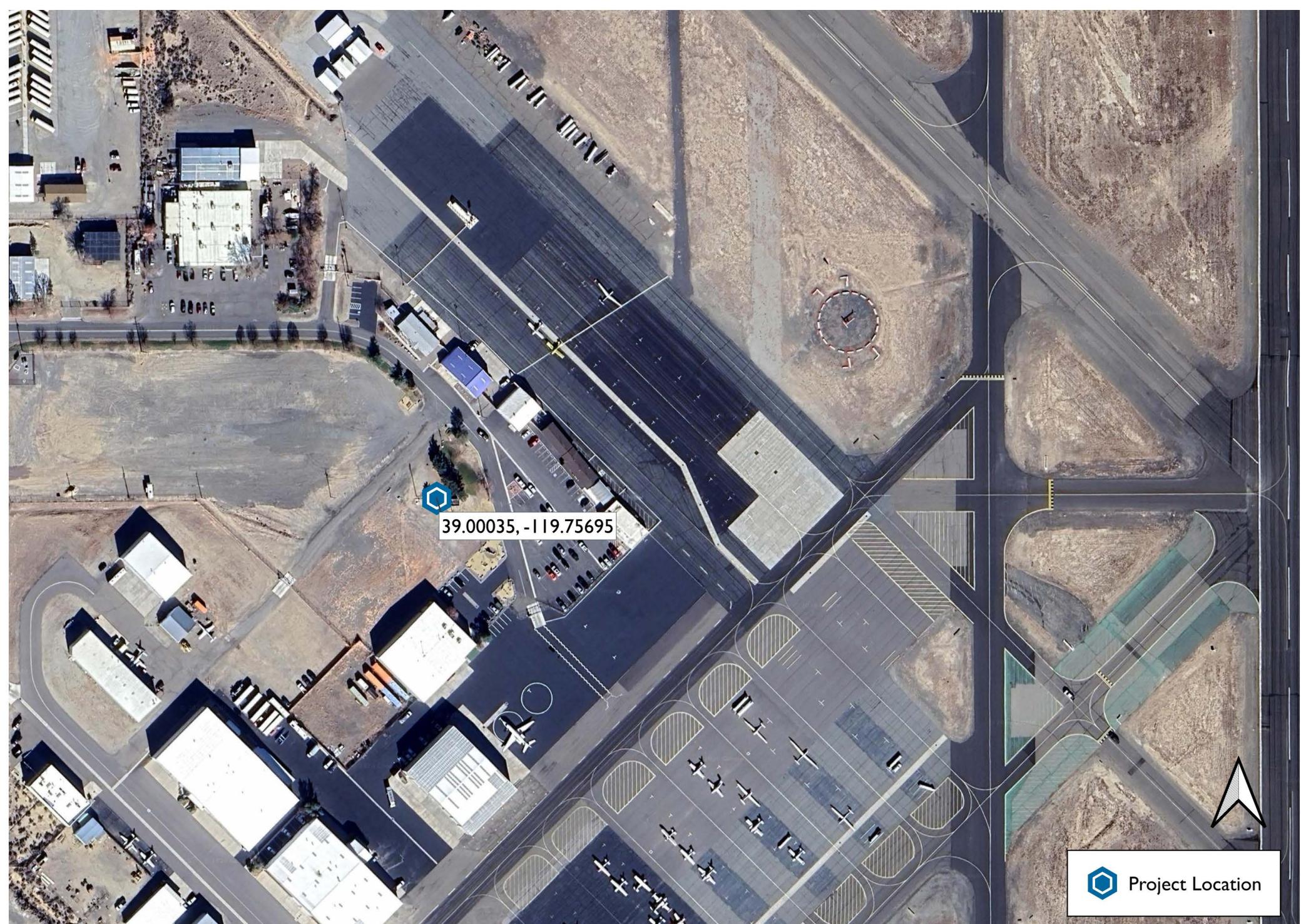
- Noise from construction would be limited to the daylight hours of 6am to 6pm. Construction is in an industrial area, no homes will be affected.
- Native soils/gravels/rock would be established after the project is complete.

**Maintenance Interval**

Maintenance will be conducted monthly and annually.

**Maintenance Personnel and Equipment**

The personnel conducting the maintenance activities would be employees of the Douglas County Public Works and outside contractors specializing in generator maintenance.



39.00035, -119.75695



Project Location

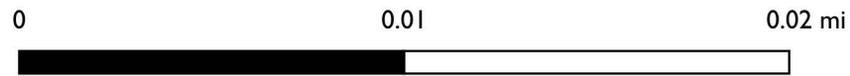
# MINDEN - TAHOE AIRPORT GENERATOR



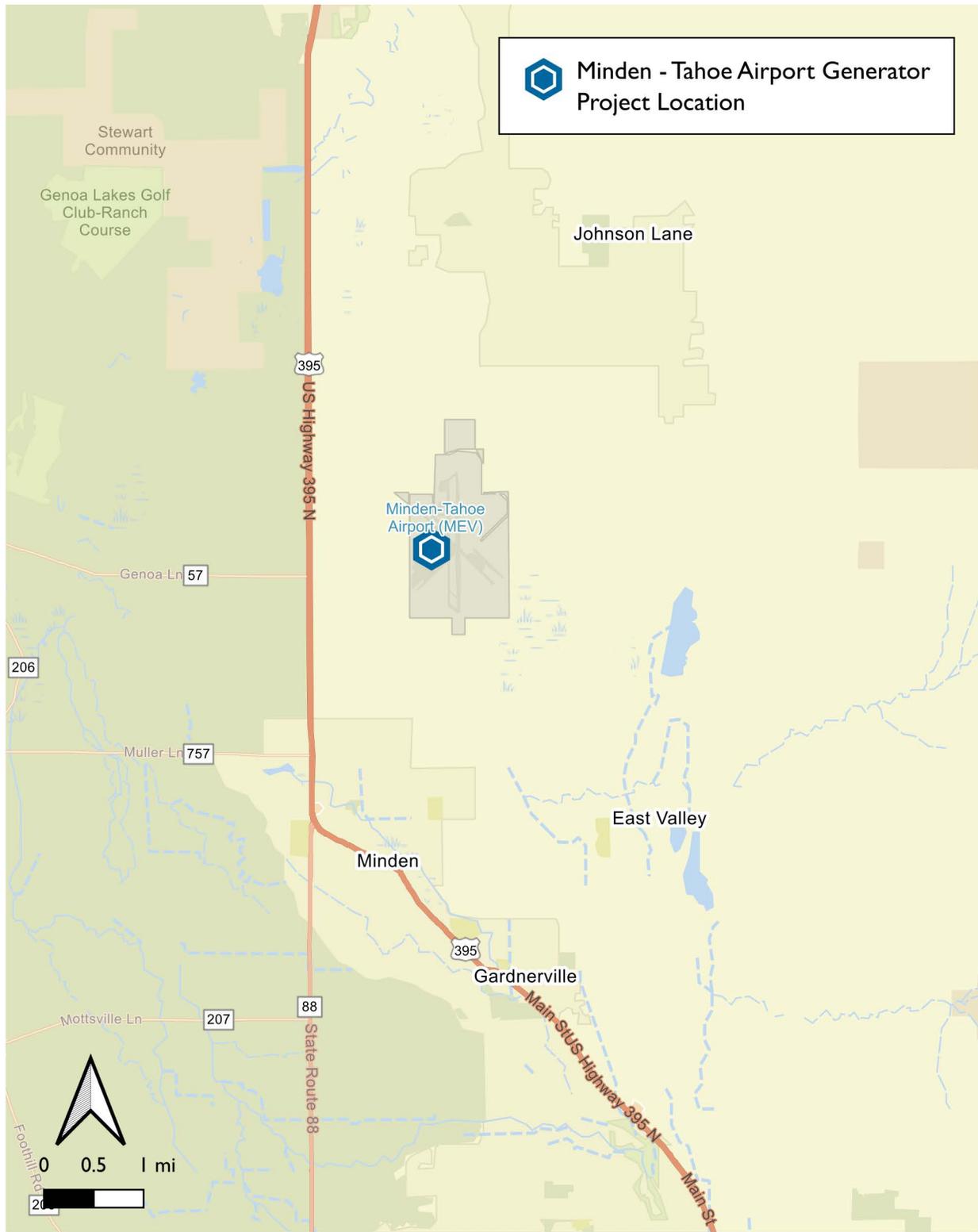


 Project Location  
 Staging Area

**MINDEN - TAHOE AIRPORT GENERATOR**



# MINDEN - TAHOE AIRPORT GENERATOR



# National Flood Hazard Layer FIRMette



119°45'44"W 39°0'15"N



1:6,000

119°45'6"W 38°59'47"N

Basemap Imagery Source: USGS National Map 2023

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
		With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i>
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i>
		Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i>
		Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i>
		Area with Flood Risk due to Levee <i>Zone D</i>
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i>
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard <i>Zone D</i>
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/27/2026 at 4:04 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.





