

## Meeting Agendas/Info

**CITY COUNCIL  
COMMUNICATION:**

**ITEM \_\_\_\_\_**

**OFFICE OF THE CITY MANAGER  
CITY OF DES MOINES, IOWA**

**01-117**

**SYNOPSIS -**

**AGENDA:**

MARCH 12, 2001

**SUBJECT:**

FEDERAL AVIATION  
ADMINISTRATION  
GRANT 29

**TYPE:**

**RESOLUTION  
ORDINANCE  
RECEIVE/FILE**

**SUBMITTED BY:**

FLOYD BENTZ, P.E.  
CITY ENGINEER

WILLIAM  
FLANNERY  
AVIATION  
DIRECTOR

This Federal Aviation Administration (FAA) grant funds a part of the overall Runway 5-23 construction project that is being coordinated with the Iowa Air National Guard (IANG). This grant agreement and associated assurances must be executed prior to March 22, 2001 and before the Airport Board can execute the Runway 5-23 and Taxiway 'P' construction contract for which bids were received on March 1, 2001.

**FISCAL IMPACT -**

This FAA Airport Improvement Program (AIP) Grant funds the 90 percent federal share of three components which are:

- 1) Divisions 1, 2 & 3 of Runway 5-23 and Taxiway 'P' Construction. The FAA grant eligible portion of this contract is bid at \$11,467,391.19.
- 2) A small associated electrical service construction contract that is to be bid in June is estimated to be \$260,000.
- 3) Engineering and construction testing services for these two contracts and the design of Taxiway R, estimated to be \$1,344,143.25.

Funding for these projects is provided in the 2000/2001 Capital Improvement Program under Runway 5-23 Extension, Project/Grant AIR068.

In addition to the FAA AIP Grant funds for the Runway 5-23 and Taxiway 'P' Construction, reimbursements from the IANG will be \$1,132,382.58 for Divisions 4 and 5. The airport received authority to issue Subordinate Airport Commercial Paper Revenue Notes, Series C, with a maximum aggregate principal amount outstanding at any one time of not to exceed \$5,000,000 to pay for non-grant eligible elements of the project and for the 10 percent local matching

share of the grant eligible elements of the project. This interim (five year maximum) commercial paper is anticipated to be repaid from future airport revenue bonds as noted in previous Council Communication 00-344.

## **RECOMMENDATION -**

### **Approval.**

## **BACKGROUND -**

This grant is for the next phase of the Runway 5 extension project. The extension of Runway 5 required the relocation of Iowa Highway 28 which was at SW 42nd Street and Iowa Highway 5 (formerly Army Post Road). This work has already been completed, and the jurisdictional transfer of right-of-way was approved by City Council under Roll Call 01-047 on January 8, 2001. The resulting right-of-way transfers are expected to occur soon.

The Engineering Department has been working with IANG for over a year to coordinate the reconstruction of their aircraft arresting cable system in this Runway and the construction of Arm/Dearm pads at both ends of this Runway which also serve as runup or bypass taxiway areas for air carrier planes. This associated IANG construction is included in the Runway 5-23 construction contracts in order to minimize the time Runway 5-23 is closed for construction and to more efficiently coordinate both the IANG and the Des Moines International Airport construction work. A 28E Intergovernmental agreement that City Council approved on December 18, 2000 by Roll Call 00-4654 funds the associated IANG runway and taxiway construction.

The U.S. Department of Transportation (DOT) has revised rules enacted under 49 Code of Federal Regulations (CFR) Part 26 for participation by Disadvantaged Business Enterprises (DBE's) in DOT funded projects. The Engineering Department has worked with the FAA and the Iowa DOT to revise the DBE program that is mandated for this project. The revised DBE program was approved by City Council Roll Call No. 01-280 on January 22, 2001.

To date, the City has received five AIP grants totaling \$40,481,965 for this Des Moines International Airport road relocation and runway extension noise mitigation project. Planning by the Aviation and Engineering Departments resulted in a FAA staff preliminary

notice of tentative allocation for this AIP Grant on February 7, 2001 which has a specific time schedule for compliance. This specific time schedule required the project to be bid before June 2001, but in order to complete the work before winter, the main construction contract that results from approving this grant must be accepted prior to March 22, 2001.

---

[ [Council Members](#) | [Leave a Message](#) | [Meeting Agendas/Info](#) | [Recent Ordinances](#) ]  
[ [Board/Commission List](#) | [Meeting Schedule](#) | [Request to Speak](#) | [Election/Voter Req](#) ]