


|  |  |               |
|--|--|---------------|
|  <p style="text-align: center;"><b>Council<br/>Communication</b><br/>Office of the City Manager</p> | <b>Date</b>  | March 8, 2010 |
|  | <b>Agenda Item No.</b> 33A<br><b>Roll Call No.</b> <u>10-</u><br><b>Communication No.</b> <u>10-137</u><br><b>Submitted by:</b> Craig Smith, Aviation Director<br>and Jeb E. Brewer, P.E., City Engineer |               |

**AGENDA HEADING:**

Approving and authorizing the execution of Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Grant Agreement, Project Number 3-19-0027-52 for Airport Runway 13R-31L Phase 1 Design.

**SYNOPSIS:**

Recommend the City Council approve the FAA Grant and authorize the Mayor to execute FAA AIP Grant 52 in a 95% Federal share amount of \$855,000, along with City acceptance and ratification of all associated grant assurances, warranties, covenants and agreements contained in the project application for the funding of the Airport Runway 13R-31L Phase 1 Design. Grant 3-19-0027-52 includes Federal reimbursement for the design of the Great Western Trail and other initial elements.

**FISCAL IMPACT:**

Amount: \$900,000

Funding Source: 2010-2011 CIP, Page Airport-22, Runway 13R-31L – Construction AIR151, being \$855,000 (95%) in FAA funds through AIP Grant 52 or any other amount that FAA may make available, whether more or slightly less, and \$45,000 (5%) in Passenger Facility Charge (PFC) funds included in approved PFC Application Number 12, determination 09-12-C-00-DSM.

**ADDITIONAL INFORMATION:**

On July 29, 2003, the FAA approved a Finding of No Significant Impact / Record of Decision (FONSI) and Section 4(f) Determination for the proposed Runway 13R-31L construction project. The FAA’s approval of the FONSI and Section 4(f) Determination constitutes the Federal approval for the actions identified and any subsequent actions approving a grant of Federal funds for the project, beginning with land acquisition. The acquisition of approximately 283 acres of property, including 22 residential properties, needed for the proposed runway and its approaches is included in the finding. The FONSI specifies, and Federal Regulations require, that acquisition of residences and farmland must conform to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; that wetland mitigation and trail relocation must be completed prior to the start of construction. Acquisition, as well as construction of the new runway and taxiways, depends upon the availability of Federal and local Airport funds, but this grant is one more step to advance this project.

There is one more large parcel partial acquisition and easement, and one high-pressure gas transmission line relocation easement agreement that must be funded before the Airport will be ready to move ahead with construction. While staff is working through the negotiations on these final property interest acquisitions, it is important to obtain initial survey and soil analysis information and start design of the initial construction

elements. The Soil Analysis Contract was approved by the Airport Board on September 1, 2009, by Resolution A09-158, and has been approved by FAA for inclusion in this AIP grant scope. The approach survey work must be processed in a new Airports Geographic Information System (AGIS) format and have negotiated what will be a minor services contract for this work with Woolpert Inc. because they are the surveyors doing some related work for the FAA at the Airport. Before runway and taxiway work can begin, the following construction work must be completed: 1) Great Western Trail relocation, 2) SW 56<sup>th</sup> Street Relocation at McKinley Avenue, 3) A significant amount of fill must be in place along with the trail relocation to allow for relocation of the high pressure gas transmission lines and 4) portions of the main box culverts for Frink Creek and a significant tributary to Frink Creek that are related to the trail and the gas transmission lines. A significant number of trees must be removed to construct this new runway. Engineering and Airport staff, working together with FAA staff, has resulted in the programming of a Federal FY2010 AIP 95% Federal share grant in the amount of \$855,000 for Runway 13R-31L design elements listed above. This Federal FY2010 entitlement amount will go together with PFC collections for an approved PFC application to reimburse costs associated with this Runway 13R-31L design project. Congressional release of funds for this grant usually takes about 30 days and is moving rapidly since the FAA is only authorized to issue grants through March 30, 2010 as a part of the current continuing legislation. Once the Congressional release process is complete, the City needs to be ready to execute the grant.

**PREVIOUS COUNCIL ACTION(S): NONE**

**BOARD/COMMISSION ACTION(S): AIRPORT BOARD**

Date: March 2, 2010

Resolution Number: A09-039

Action: Recommend to City Council Acceptance of FAA AIP Grant No. 3-19-0027-52 in a Federal share amount of \$855,000 or any other amount, whether more or slightly less, that FAA may make available for the Runway 13R/31L Great Western Trail Design and Runway 13R-31L Initial Elements.

**ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:**

There will be multiple additional design and construction phase grants for this project and there will be one or two more land acquisition grants for this project which the Airport Board has planned for Council acceptance over the next six years.

For more information on this and other agenda items, please call the City Clerk's Office at 515-283-4209 or visit the Clerk's Office on the second floor of City Hall, 400 Robert D. Ray Drive. Council agendas are available to the public at the City Clerk's Office on Thursday afternoon preceding Monday's Council meeting. Citizens can also request to receive meeting notices and agendas by email by calling the Clerk's Office or sending their request via email to [cityclerk@dmgov.org](mailto:cityclerk@dmgov.org).