

ITEM #:	13
DATE:	06-09-26
DEPT:	PW

## COUNCIL ACTION FORM

**SUBJECT: 2026/27 AIRPORT AIRSIDE IMPROVEMENTS (RECONSTRUCT RUNWAY 01/19)**

### **BACKGROUND:**

The Capital Improvements Plan (CIP) includes the Airport Airside Improvements program, which provides for the reconstruction of Runway 01/19 and associated airfield improvements at the James Herman Banning Ames Municipal Airport. The project is programmed in FY 2025/26 and FY 2026/27 and represents a major airfield infrastructure investment intended to maintain long-term operational reliability, safety, and compliance with Federal Aviation Administration (FAA) design standards.

Runway 01/19 is the primary runway at the Airport and has reached a condition where full reconstruction is needed. The existing pavement has a Pavement Condition Index (PCI) score of 45 out of 100 and is in need of full replacement.

On April 8, 2025, the City Council approved a Professional Services Agreement with Bolton & Menk, Inc. for design, FAA coordination, construction phasing, bidding documents, and grant administration services associated with the project. On September 9, 2025, the City Council accepted an FAA Airport Improvement Program (AIP) grant agreement in the amount of \$1,140,095 to fund the design phase of the project.

**At the May 26, 2026 City Council meeting, staff provided an informational update regarding the anticipated two-part FAA construction grant process, phased Notices to Proceed, construction sequencing, runway closure impacts, and the planned approach for bringing the project forward for bidding and future grant consideration. No action was requested with that report; it was instead intended to make the City Council aware of the unusual grant timing and phased project delivery strategy before formal action on the project. (Note: A copy of the report has been attached for reference.)**

**The project includes full reconstruction of Runway 01/19 and associated airfield improvements, including portions of taxiways, lighting, drainage, grading, signage, and pavement markings necessary to maintain FAA design standards and long-term operational functionality. The runway is being designed to support regular use by larger business jet aircraft and to accommodate aircraft operations up to approximately 100,000 pounds without special operating restrictions.**

**The project also includes work associated with airfield navigational aids . Although these NAVAIDs are owned and operated by the FAA, the FAA requires the Airport owner to reimburse FAA staff costs associated with project-related work on these facilities. These reimbursement costs are eligible for FAA grant participation as part of the project.**

**Although the Airport Master Plan conceptualizes a future extension to Runway 01/19, no runway extension is included as part of this project. However, the improvements are being designed to accommodate potential future extension considerations without jeopardizing the current investment.**

**The FAA has indicated that construction funding is anticipated to be awarded through two separate grants over two federal fiscal years. The project specifications and contract documents have been prepared with phased Notices to Proceed (NTPs) tied to anticipated FAA grant authorizations. This approach is intended to limit the City's financial exposure while ensuring that each authorized portion of work results in a usable unit of work and does not leave the runway in an unusable condition if grant timing changes.**

Preparatory work and drainage improvements are anticipated to begin in late 2026 without runway closures. Major runway paving and runway closure activities are anticipated during calendar year 2027, with Runway 01/19 anticipated to be closed from April through October 2027 and Runway 13/31 anticipated to be closed from July through September 2027 during runway intersection reconstruction activities. Remaining restoration and closeout activities are anticipated to extend into 2028.

**The Engineer's Opinion of Probable Cost for the construction work to be bid is \$24,415,000. The total construction phase project cost, including professional services and FAA reimbursement costs, is estimated at \$27,980,000. Final project costs will be dependent upon bid results and FAA participation eligibility.**

The FY 2024/25 Capital Improvements Plan included a standalone Airport drainage improvement project with an estimated cost of \$250,000, including \$25,000 from the Airport Improvements Fund as the local match. **During final project development, the FAA authorized these drainage improvements to be incorporated into the Runway 01/19 Reconstruction Project as eligible work. As a result, approval of the plans, specifications, form of contract, and estimate of cost for this project will also authorize the reprogramming of the previously budgeted \$25,000 Airport Improvements Fund contribution from the standalone drainage improvement project to the Runway 01/19 Reconstruction Project.** This action does not increase the overall Airport Improvements Fund commitment previously programmed by the City, but instead allows the drainage improvements to be completed as part of the larger runway reconstruction effort.

**The project also includes a Bid Alternate A to replace the shelter that houses the precision approach equipment at the end of runway 01/19.**

The project is anticipated to be funded primarily through FAA Airport Improvement Program (AIP) grants, with local matching funds provided through General Obligation Bonds and Airport Improvement Funds consistent with the adopted CIP. The table below summarizes the anticipated revenues and expenses associated with the project.

<b>Fiscal Year</b>	<b>Revenues</b>	<b>Amount</b>	<b>Expenses</b>	<b>Amount</b>
	<b>Design Phase</b>		<b>Design Phase</b>	
2024/25	Federal Grant - Design (95/5)	\$1,140,095	PSA Design	\$1,196,000
2024/25	Airport Improvements Fund	\$130,000	Design Independent Fee Evaluation (IFE)	\$3,500
	<b>Construction Phase</b>		<b>Construction Phase</b>	
2025/26	Federal Grant - Construction (95/5)	\$10,450,000	Construction Independent Fee Evaluation (IFE)	\$5,000
2026/27	Federal Grant - Construction (90/10)	\$15,282,000	PSA Amendment 1: AGIS Design Survey	\$120,000
2024/25	Airport Improvements Fund (Reprogrammed)	\$25,000	PSA Amendment 2: Construction Admin	\$2,500,000
2025/26	G.O. Bonds	\$531,750	PSA Amendment 3: Glide Slope Coordination	\$150,000
2026/27	G.O. Bonds	\$623,250	Construction: Base Bid Div A + Div B	\$24,182,500
2026/27	G.O. Bonds (previously issued)	\$975,000	Construction: Bid Alternate A	\$232,500
2026/27	Airport Improvements Fund	\$42,500	<b>Work By FAA on Nav aids</b>	
			Glide Slope - Watts Antenna - Refurbishment Kits, Assistance and Setup	\$320,000
			FAA RA - End Fire Glide Slope Design Review	\$100,000
			FAA RA - End Fire Glide Slope Construction Observation and Support	\$200,000
			FAA Flight Check for Visual Nav aids	\$50,000
			FAA Flight Check for Electronic Nav aids - End Fire Glideslope, Localizer, MALSR	\$120,000
	<b>Total Revenue</b>	<b>\$29,199,595</b>	<b>Total Expense</b>	<b>\$29,179,500</b>

## **ALTERNATIVES:**

1. Approve the preliminary plans and specifications for the 2026/27 Airport Airside Improvements Project (Reconstruction of Runway 01/19); establish June 30, 2026, as the date for receipt of bids; and establish July 14, 2026, as the date of public hearing and consideration of bids.
2. Direct staff to make changes to the project plans and specifications.

## **CITY MANAGER'S RECOMMENDED ACTION:**

**The reconstruction of Runway 01/19 is necessary to maintain the long-term safety, operational reliability, and functionality of the Ames Municipal Airport. The project will replace deteriorated pavement infrastructure, improve associated airfield systems, and maintain compliance with applicable FAA design standards while positioning the Airport to continue serving existing and future aviation needs.**

**Staff has worked closely with consultant and FAA staff to ensure grant funding opportunities align with the project scope and timeframe to minimize the downtime of the airport during construction.** Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above

## **ATTACHMENT(S):**

[FAA Authorization to Bid](#)  
[Runway Staff Report.pdf](#)  
[Runway 1-19 Overview Map](#)