



CITY OF INDIANOLA COUNCIL MEETING

January 26, 2022

5:00 PM

705 North Avenue, Norwalk, IA

Agenda

1. **Presentation regarding the Des Moines Airport Terminal Expansion Project and discussion on financial participation from Indianola, Norwalk, Carlisle and Warren County.**
 - A. Airport Terminal Project



Council Meetings
City Hall 705 North Ave.
Council Chambers
1st and 3rd Thursdays at 6:00 P.M.

Tom Phillips, Mayor

Council Members:

Brian Baker
Ed Kuhl
David Lester
Jaki Livingston
Stephanie Riva

Luke Nelson, City Manager

Jean Kelly, Finance Director

Lindsey Offenburger, City Clerk

Jenn Porter, Fire Chief

Greg Staples, Police Chief

Wayne Schwartz, Public Works Director

Robin Leaper, Parks & Recreation
Director

Luke Parris, Community Development
Director

Hollie Zajicek, Economic Development
Director

Jean Strable, Library Director

Jim Dougherty, City Attorney

**Special City Council Business Meeting Agenda - Joint Meeting with City of
Indianola, City of Carlisle, and Warren County Board of Supervisors**

January 26, 2022, 5:00 p.m.
City Hall, 705 North Avenue

**If you are unable to attend in person, you may join via Zoom at the phone number
listed: 1-301-715-8592; Meeting ID: 502-7173-318; Password: 123456**

**Any questions regarding the meeting may be addressed to the City Clerk, Lindsey
Offenburger, via email at loffenburger@norwalk.iowa.gov prior to the beginning of the
meeting.**

- 1) Call to order
- 2) Approval of agenda
- 3) [Discussion regarding Des Moines Airport Terminal](#) Expansion Proposal and
Financial Participation
- 4) Adjournment



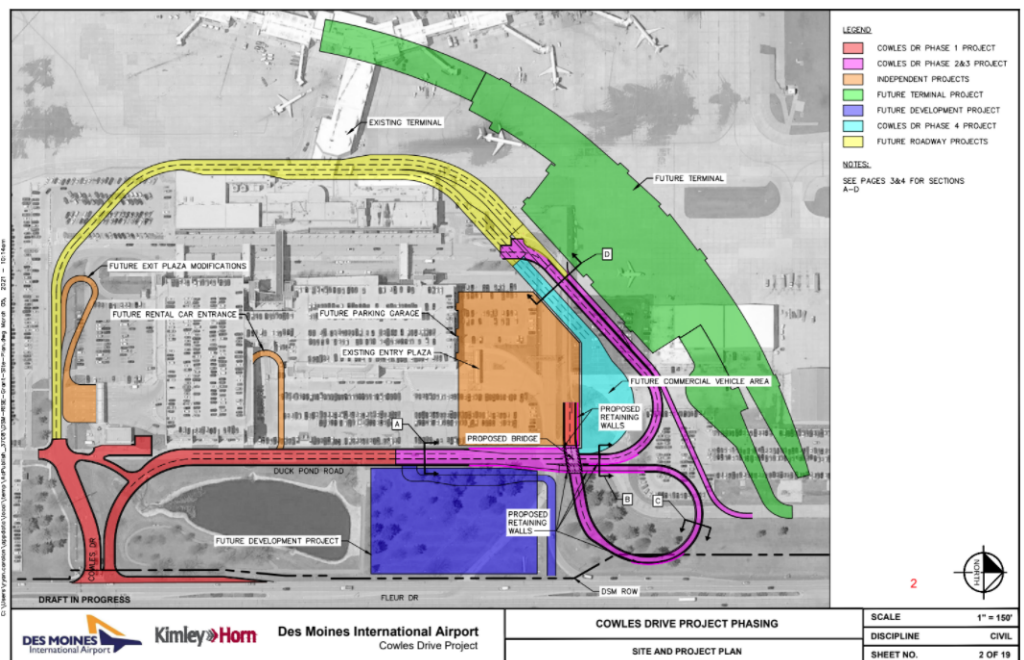
Business of the City Council
Agenda Statement

For the meeting of: **1.26.2022**

Item Title: **Des Moines Airport Joint Meeting - Funding Assistance**
Contact Person: **Luke Nelson**

SUMMARY EXPLANATION & HISTORY:

The DM Airport is planning an expansion and large-scale redevelopment. This expansion benefits our entire region. The estimated cost for the project is just short of \$600 million. The funding strategy for this project includes a large grant from the State of Iowa. This grant is contingent upon local investment from cities and counties. Warren County (including local city governments) was estimated at a \$1M ask. The meeting being held on the 26th is a chance for all local entities to meet and discuss the request from the DM Airport. Jean Kelly, Norwalk Finance Director, assembled a summary of financial commitments known at this time. That can be found on page two of this Agenda Statement.



SUBMITTED TO LEGAL COUNSEL: The resolution of support will be submitted to legal counsel for review.

FUNDING:

Norwalk has tentatively added \$25,000 to our FY23 Budget in anticipation of funding support for the Terminal Project.

ALTERNATIVES:

1. Approve the resolution at the next City Council meeting (for Norwalk this would be \$25,000 for five years for a total of \$250,000).
2. Deny the request.
3. Staff should conduct further research.
4. No action at this time.

RECOMMENDATION:

Staff recommends Alternative 1.

City	Total Amount	Years	Funding Source
Altoona	576,630	4	HM Tax/LOSST/GF
Ankeny	2,020,650	6	GF/HM Tax
Bondurant	69,580	4	GF
Carlisle			TBD-Meeting Jan 26, 2022
Clive	517,260		Years & Funding Source TBD
Des Moines	10,000,000	1	ARPA (LOSST Revenue Replacement)
Indianola			TBD-Meeting Jan 26, 2022
Johnston			TBD-Meeting Feb 8, 2022
Norwalk			TBD-Meeting Jan 26, 2022
Pleasant Hill	99,930	4	GF
Urbandale	1,300,000	6	HM Tax/LOSST/GF
Waukee	722,670	4	G.O. Debt-Add to annual borrowing
Warren County			TBD-Meeting Jan 26, 2022
West Des Moines	2,000,000	4	ARPA/Hotel/Motel/GF
Windsor Heights	48,090	4	GF

Sources of Funding

HM Tax-Hotel/Motel Tax

GF-General Fund

LOSST-Local Option Sales & Service Tax

ARPA-American Rescue Plan Act

G.O. Debt-Bond Proceeds

New Terminal Funding Presentation

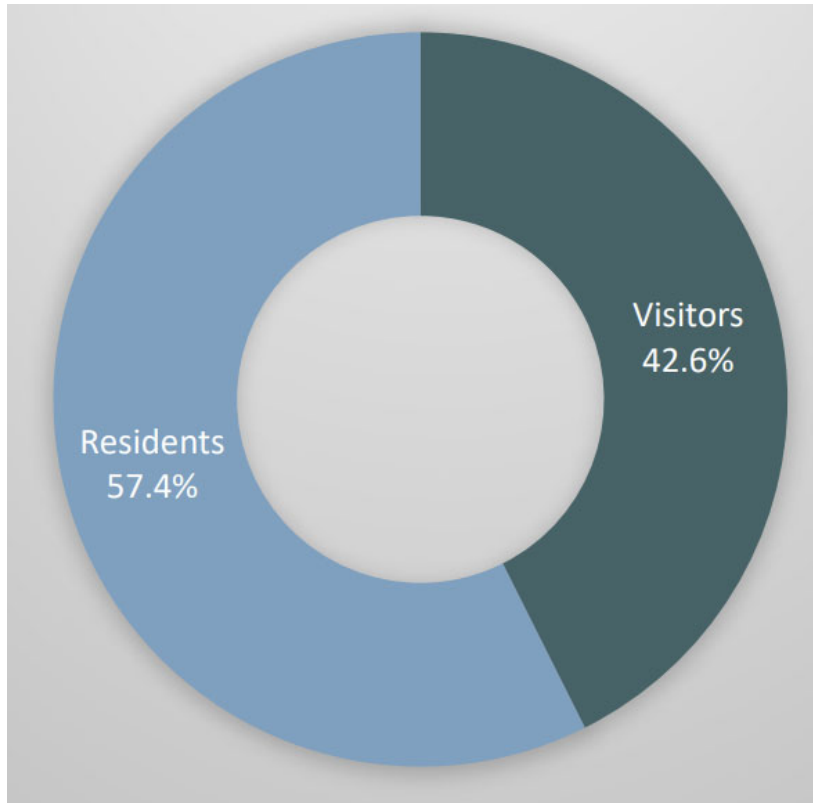
Dec. 9, 2021





Des Moines Airport Authority Iowa's Airport

- ▶ The state's largest airport
- ▶ A gateway and hub for commerce
- ▶ 65% of Iowa's commercial traffic and 50% of air cargo
- ▶ Independent from City of Des Moines since 2011
- ▶ Not supported by property taxes



57.4% Originate in DSM's
Catchment Area

42.6% are visitors

*Data from YE 2Q2018



Top Airport Users

- West Des Moines
- Urbandale
- Johnston
- Ankeny
- Clive
- Waukee
- Des Moines
- Ames
- Altoona
- Grimes #19

TOP ZIPS USING DSM

Market Share Report (DSM Volume Sort); #1-35

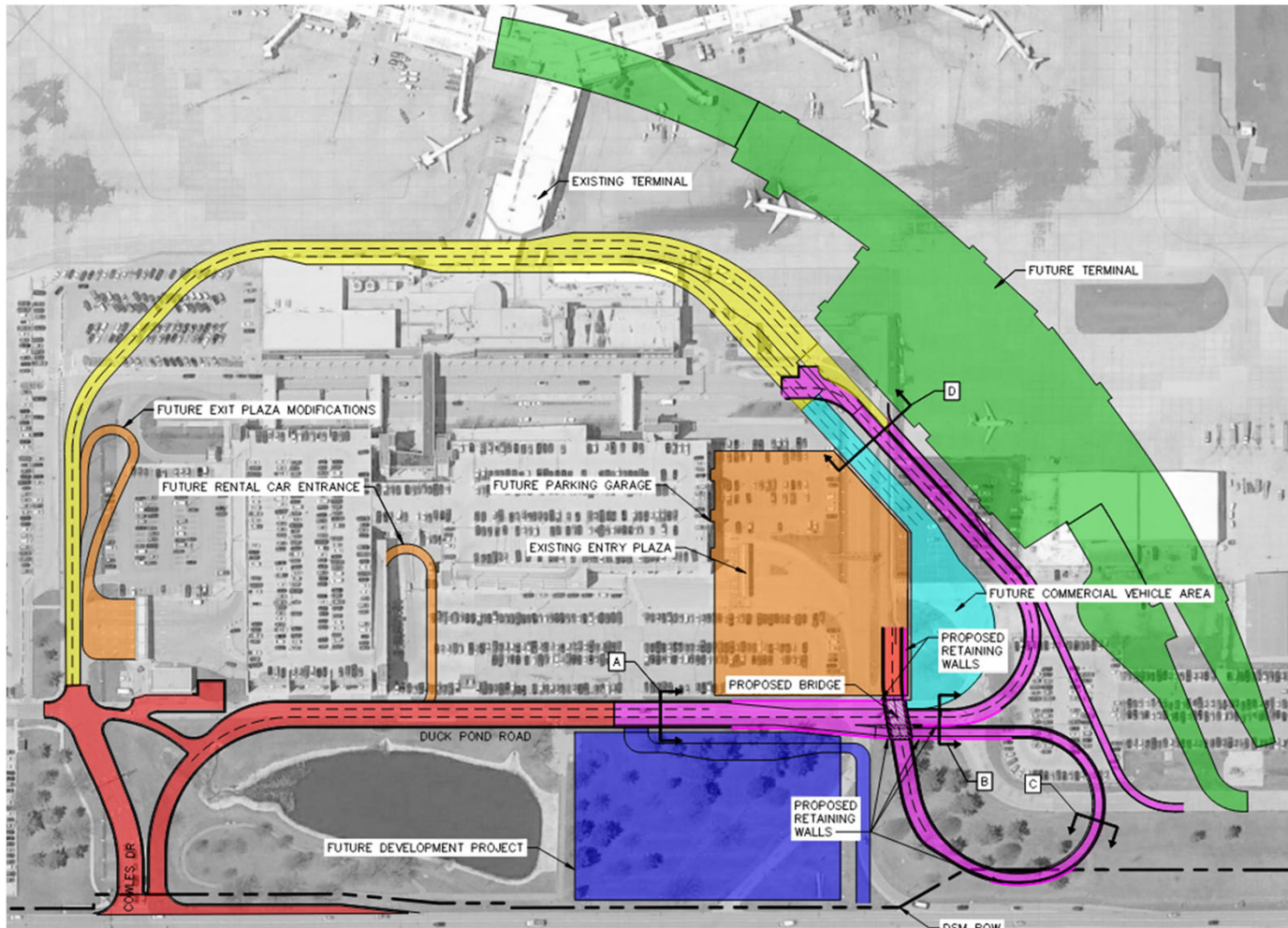
Rank	Zip	Location	Miles From DSM	Pax Using DSM	Pax Using All Ports	DSM Share	DSM Leakage	Pax Using MCI	MCI Share	Pax Using OMA	OMA Share	Pax Using MSP	MSP Share
1	50265	WEST DES MOINES, IA	4	36,859	38,846	94.9%	5.1%	897	2.3%	781	2.0%	-	0.0%
2	50266	WEST DES MOINES, IA	7	35,908	38,433	93.4%	6.6%	1,098	2.9%	1,056	2.7%	-	0.0%
3	50322	URBANDALE, IA	8	31,241	33,468	93.3%	6.7%	922	2.8%	893	2.7%	-	0.0%
4	50131	JOHNSTON, IA	11	28,964	31,373	92.3%	7.7%	955	3.0%	977	3.1%	-	0.0%
5	50023	ANKENY, IA	14	27,634	30,289	91.2%	8.8%	1,040	3.4%	1,001	3.3%	-	0.0%
6	50325	CLIVE, IA	9	26,567	28,605	92.9%	7.1%	866	3.0%	877	3.1%	-	0.0%
7	50263	WAUKEE, IA	12	23,558	25,949	90.8%	9.2%	998	3.8%	1,107	4.3%	-	0.0%
8	50323	URBANDALE, IA	9	22,062	23,710	93.0%	7.0%	695	2.9%	723	3.0%	-	0.0%
9	50021	ANKENY, IA	14	21,211	25,054	84.7%	15.3%	700	2.8%	659	2.6%	-	0.0%
10	50310	DES MOINES, IA	6	20,779	21,933	94.7%	5.3%	505	2.3%	438	2.0%	-	0.0%
11	50312	DES MOINES, IA	3	20,398	21,292	95.8%	4.2%	402	1.9%	339	1.6%	-	0.0%
12	50315	DES MOINES, IA	2	17,328	17,993	96.3%	3.7%	306	1.7%	238	1.3%	-	0.0%
13	50010	AMES, IA	35	16,622	24,003	69.2%	30.8%	1,232	5.1%	1,568	6.5%	-	0.0%
14	50317	DES MOINES, IA	8	14,889	16,814	88.6%	11.4%	349	2.1%	294	1.7%	-	0.0%
15	50014	AMES, IA	35	14,685	18,457	79.6%	20.4%	1,193	6.5%	1,584	8.6%	-	0.0%
16	50009	ALTOONA, IA	13	14,120	16,556	85.3%	14.7%	458	2.8%	356	2.2%	-	0.0%
17	50125	INDIANOLA, IA	14	13,119	14,592	89.9%	10.1%	831	5.7%	452	3.1%	-	0.0%
18	50320	DES MOINES, IA	5	11,430	11,985	95.4%	4.6%	265	2.2%	186	1.6%	-	0.0%
19	50111	GRIMES, IA	14	10,886	11,913	91.4%	8.6%	419	3.5%	468	3.9%	-	0.0%
20	50211	NORWALK, IA	6	10,863	11,489	94.6%	5.4%	320	2.8%	230	2.0%	-	0.0%
21	50327	PLEASANT HILL, IA	10	10,167	11,617	87.5%	12.5%	280	2.4%	210	1.8%	-	0.0%
22	50321	DES MOINES, IA	1	10,096	10,381	97.3%	2.7%	138	1.3%	104	1.0%	-	0.0%
23	50311	DES MOINES, IA	5	8,123	8,473	95.9%	4.1%	160	1.9%	136	1.6%	-	0.0%
24	50208	NEWTON, IA	35	7,517	12,021	62.5%	37.5%	664	5.5%	391	3.3%	-	0.0%
25	50313	DES MOINES, IA	9	7,498	7,934	94.5%	5.5%	186	2.3%	171	2.2%	-	0.0%
26	50226	POLK CITY, IA	18	7,324	8,122	90.2%	9.8%	303	3.7%	348	4.3%	-	0.0%
27	50003	ADEL, IA	20	7,015	8,270	84.8%	15.2%	486	5.9%	681	8.2%	-	0.0%
28	50316	DES MOINES, IA	6	6,277	6,543	95.9%	4.1%	123	1.9%	98	1.5%	-	0.0%
29	50036	BOONE, IA	40	6,268	10,779	58.2%	41.8%	688	6.4%	580	5.4%	2,666	24.7%
30	50219	PELLA, IA	40	5,439	9,878	55.1%	44.9%	844	8.5%	317	3.2%	-	0.0%
31	50158	MARSHALLTOWN, IA	53	5,078	18,073	28.1%	71.9%	717	4.0%	466	2.6%	3,461	19.1%
32	50273	WINTERSSET, IA	25	5,023	6,525	77.0%	23.0%	734	11.2%	711	10.9%	-	0.0%
33	50309	DES MOINES, IA	4	4,688	4,842	96.8%	3.2%	74	1.5%	64	1.3%	-	0.0%
34	50501	FORT DODGE, IA	72	4,589	17,302	26.5%	73.5%	1,034	6.0%	1,346	7.8%	8,340	48.2%
35	50201	NEVADA, IA	37	4,560	6,663	68.4%	31.6%	330	5.0%	367	5.5%	-	0.0%

Current Status:



- ▶ The airport has experienced 67% passenger growth over the last 10 years
- ▶ Terminal facilities are severely constrained at peak times
- ▶ Aircraft parking spaces overnight at the terminal are exhausted

Our Vision





DES MOINES INTERNATIONAL AIRPORT - COWLES DRIVE PHASE 2 / 3

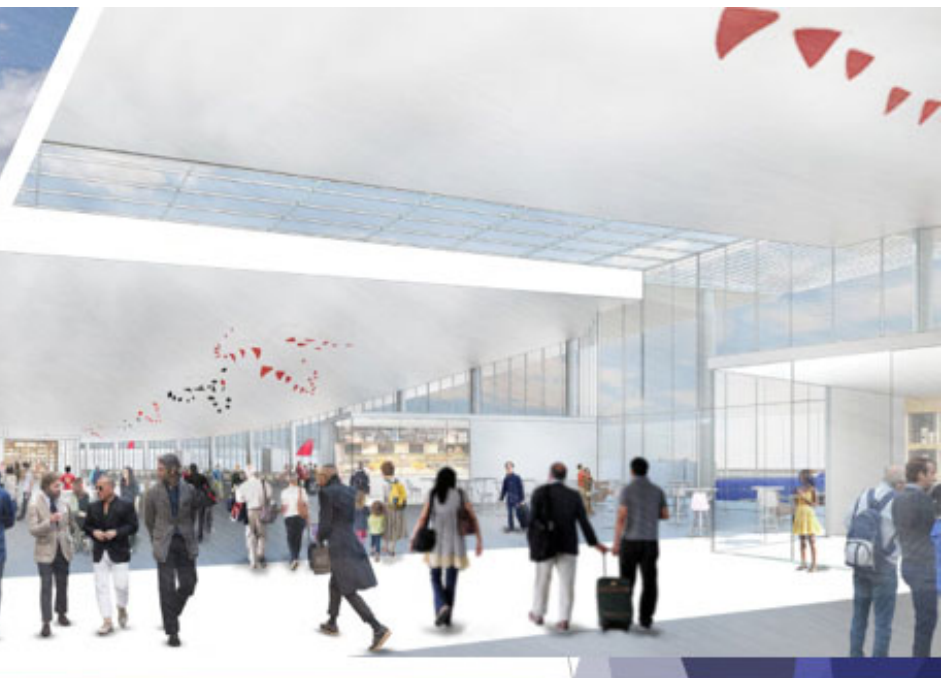




PROPOSED CONCEPT - COWLES DRIVE FACING NORTH
DES MOINES INTERNATIONAL AIRPORT - COWLES DRIVE PHASE 2 / 3



PROPOSED CONCEPT - NORTHBOUND FLEUR DRIVE ELEVATED
DES MOINES INTERNATIONAL AIRPORT - COWLES DRIVE PHASE 2 / 3





Terminal Program Financing

COSTS

Enabling Projects	\$85.3M
Entrance Road Remaining Phases II to VI	\$29M
Parking Garage Expansion/ Rental Car Facilities	\$63.2M
Terminal/ Demo Existing Terminal	\$398M
TOTAL	\$575,500,000

FUNDING SOURCES

Private Investment on Airport (Signature and UPS)	\$18.3M
Authority Reserves/Revenues/ Bonding	\$223.2M
Regional Municipalities/Counties	\$34M
State/Federal Infrastructure Grants	\$300M
TOTAL	\$575,500,000



Municipal and County Investment

	Population*	Per Capita	Total	Proposed Payment Schedule			
				2023	2024	2025	2026
Des Moines	214,237	\$50	\$ 10,000,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
West Des Moines	67,899	\$30	2,036,970	509,243	509,243	509,243	509,243
Ankeny	67,355	\$30	2,020,650	505,163	505,163	505,163	505,163
Urbandale	44,379	\$30	1,331,370	332,843	332,843	332,843	332,843
Waukee	24,089	\$30	722,670	180,668	180,668	180,668	180,668
Johnston	22,582	\$30	677,460	169,365	169,365	169,365	169,365
Altoona	19,221	\$30	576,630	144,158	144,158	144,158	144,158
Clive	17,242	\$30	517,260	129,315	129,315	129,315	129,315
Grimes	14,804	\$30	444,120	111,030	111,030	111,030	111,030
Pleasant Hill	10,019	\$30	300,570	75,143	75,143	75,143	75,143
Bondurant	6,958	\$10	69,580	17,395	17,395	17,395	17,395
Polk City	4,961	\$10	49,610	12,403	12,403	12,403	12,403
Windsor Heights	4,809	\$10	48,090	12,023	12,023	12,023	12,023
Mitchellville	2,258	\$10	22,580	5,645	5,645	5,645	5,645
Elkhart	918	\$10	9,180	2,295	2,295	2,295	2,295
Runnells	504	\$10	5,040	1,260	1,260	1,260	1,260
Alleman	452	\$10	4,520	1,130	1,130	1,130	1,130
Polk County			10,000,000	2,500,000	2,500,000	2,500,000	2,500,000
Dallas County and Cities			2,000,000	500,000	500,000	500,000	500,000
Jasper County and Cities			500,000	125,000	125,000	125,000	125,000
Story County and Cities			2,000,000	500,000	500,000	500,000	500,000
Warren County and Cities			1,000,000	250,000	250,000	250,000	250,000
			<u>\$ 34,336,300</u>				

Authority is flexible on terms of funding

* 2019 population estimate from Census.gov will be used for the per capita calculation

Project Timeline



New entrance / Phase I of the roadway is completed and operational



Design work on the new terminal could begin as early as 2022



New parking garage construction breaks ground in 2023



Terminal construction could begin as early as 2024



New terminal could be completed as early as 2026

Our Request



i.e. Letter of Agreement or Resolution

DES MOINES INTERNATIONAL AIRPORT

ECONOMIC IMPACT STUDY 2014

TOTAL JOBS 7,156

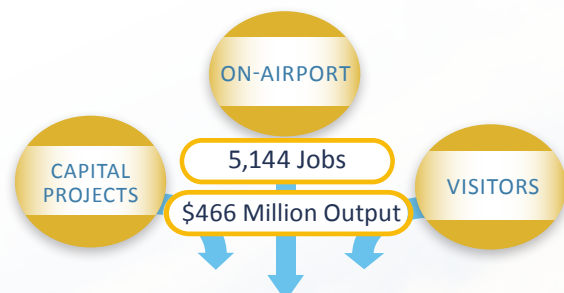
TOTAL PAYROLL \$271 MILLION

TOTAL OUTPUT \$644 MILLION

Des Moines International Airport is a critical economic catalyst and important transportation resource that connects Central Iowa's residents and businesses to the world. This report demonstrates the significant role played by the airport in providing and supporting vital air transportation links, economic development, and jobs in the Des Moines region. The total economic contribution of the airport in 2014 comes from day-to-day business activities on the airport, expenditures on capital projects, the spending of visitors that arrive by plane, and the additional activity of the recirculation of spending of on-airport businesses and visitors. Des Moines International Airport contributes significantly to the state's economy, supporting 7,156 jobs, \$271 million in annual payroll, and \$644 million in annual economic output. These impacts do not include the additional economic benefits associated with the increased productivity realized by non-aviation businesses and government entities in the Des Moines region that rely on the Des Moines International Airport to improve their efficiency.

When compared to the previous statewide economic impact study (*Uses and Benefits of Aviation in Iowa, 2009*), the 2014 impacts indicate that the airport as an economic engine has grown significantly. Since 2007, Des Moines International Airport has experienced 31 percent growth in total employment, 35 percent growth in total payroll, and 23 percent in total output. This can largely be attributed to the 20 percent growth in commercial service passenger enplanements over this period. The seven airlines that serve Des Moines International combine for an average of 49 daily departures to 18 non-stop destinations throughout the country. Additionally, the air cargo needs of the Des Moines region are served by several air cargo carriers including UPS, which maintains a regional air cargo hub at the airport, and FedEx Express.

Direct Impacts



Multiplier Impacts



Total Impacts

Jobs	7,156
Payroll	\$271 Million
Output	\$644 Million



HOW AVIATION'S BENEFITS ARE QUANTIFIED

Impact Types

Direct Impacts account for activities by on-airport businesses and government agencies, and the off-airport visitor spending at locations such as hotels and restaurants. Direct impacts account for the initial point where money first starts circulating in the economy.

Multiplier Impacts result from the recirculation of direct impacts within the economy. This re-spending of money can occur multiple times and takes two forms – indirect and induced. Indirect impacts occur when companies incur business expenses. Induced impacts occur when employees purchase goods and services.

Total Economic Impacts are the combination of all direct and multiplier impacts.

Impact Measures

Employment measures the number of full-time equivalent (FTE) jobs related to airport activity including visitor-supported and on-airport construction jobs. A part-time employee counts as half of a full-time employee.

Payroll measures the total annual salary, wages, and benefits paid to all workers whose livelihoods are directly attributable to airport activity.

Economic Output measures the value of goods and services related to the airport. The output of on-airport businesses is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

STUDY METHODOLOGY

The economic benefits associated with Des Moines International Airport were estimated using a standard econometric modeling process that meets guidelines established by the Federal Aviation Administration. This economic input-output model estimates economic benefits in terms of employment, payroll, and economic output. This methodology has been used to successfully quantify the benefits of airports and airport systems throughout the United States.

The input for this model came from numerous data gathering efforts at the airport. Airport management, aviation-related businesses, and government agencies were surveyed to collect the data necessary to estimate the employment, payroll, and output each airport supports. Visiting passengers using commercial airlines and general aviation aircraft were surveyed to estimate the benefits created from their expenditures.

The induced and indirect impacts of these airport activities were calculated using multipliers that are specific to Iowa. For example, when an airport employee purchases local goods and services, that spending circulates through the local economy by supporting the jobs and payroll of other businesses and thereby generates additional economic activity in the region. The total economic impact is the sum of all airport-related activity, and multiplier impacts.



Report Prepared by:

**CDM
Smith**

CDM Smith Inc.



July 9, 2021

On November 1, 2011, governance of the Airport transitioned to the Des Moines Airport Authority, established under Iowa Code 330A.

1. Member municipalities of an authority must appoint the members of the governing board, but the board is vested with the full legal authority to independently operate the airport without further review or approval.
2. The City of Des Moines is the sole “member municipality” of the Des Moines Airport Authority.

An assignment and Assumption Agreement and Real Estate Lease and Asset Transfer Agreement were signed and provided for transfers of assets and obligations.

1. Ownership of all facilities and assets were transitioned to the Authority except for ownership of the property.
2. Control of the property was transitioned through the Real Estate Lease for 99 years at an annual rate of \$1
3. The Authority assumed all Airport financial obligations and agreements from the City. (The Authority is the Sponsor)
4. By federal law and under federal grant contract obligations, airport revenue can only be spent on airport related projects. The Airport receives no funding from local taxpayers.
5. All revenues due the Authority are held in accounts for the sole purpose and use of the Authority. No other entity has access to any account established by the Authority.

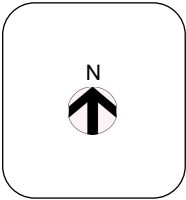
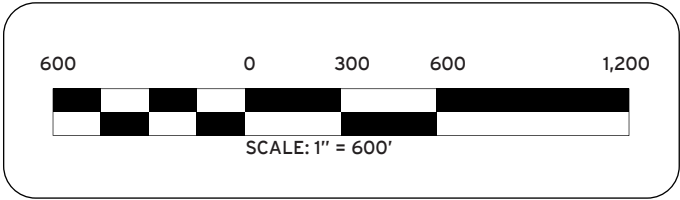
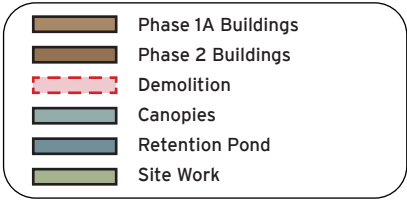
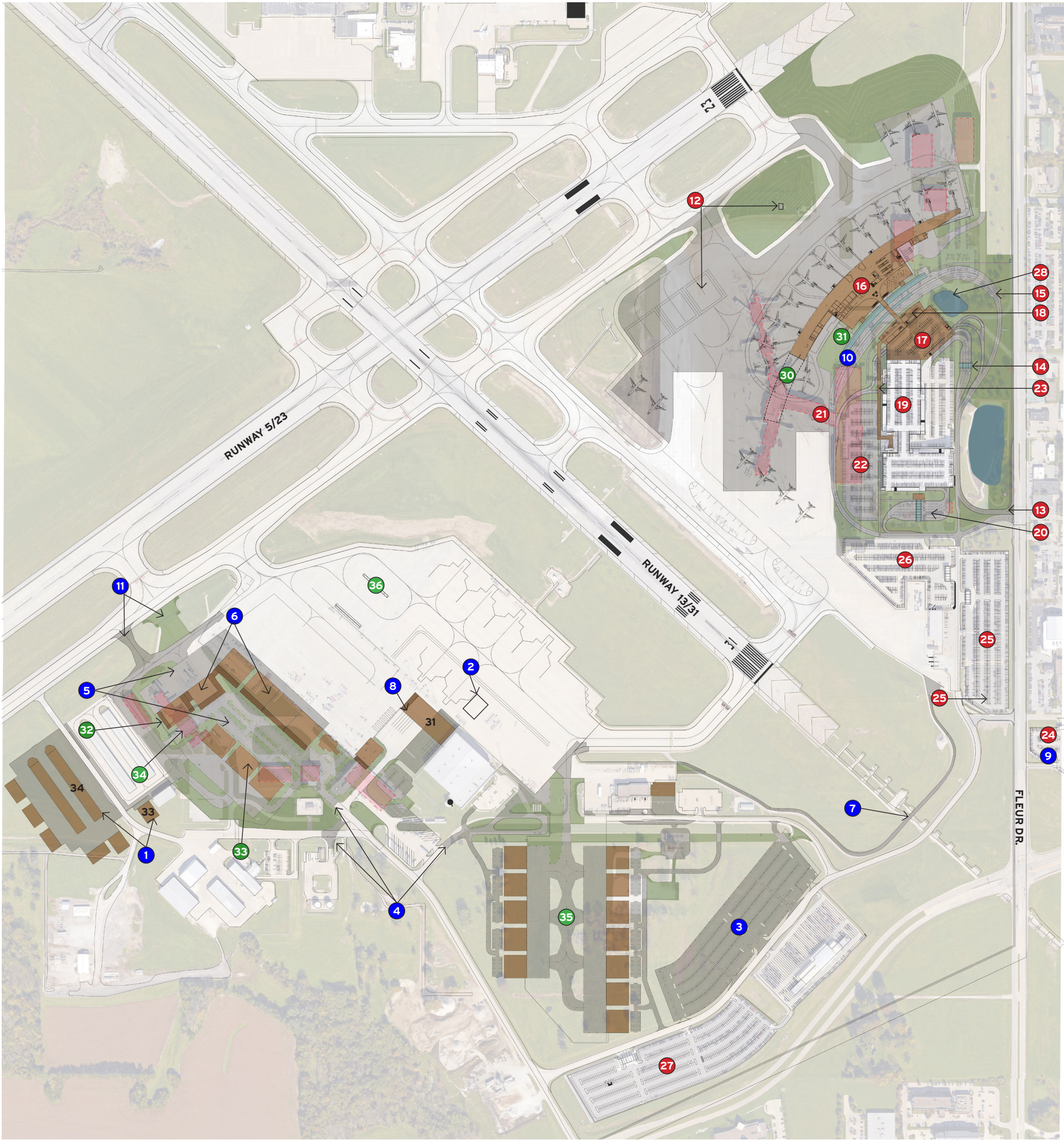
A mutually beneficial City Services Agreement for Law Enforcement Officers is in place at a recently updated cost of \$2,565,221.00, and the Authority participates in the City’s group insurance plan.

The Airport Makes an annual Payment in Lieu of Taxes (PILOT) to the City for additional support from the police and fire departments. Part of the equation to determine this payment is based on the value of property and facilities at the Airport, approximately \$6 billion.

1. Current PILOT is \$755,885 annually.

Other fees paid to the City of Des Moines include Storm Water Fees on all impervious pavement at the Airport, collected water treatment, and testing of runoff, fees paid by all entities with similar facilities. Current fees paid are approximately \$1.3 Million annually.

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ENABLING PROJECTS

- 1 Relocate building 33/34
- 2 Relocate Gate 7 fuel island
- 3 New public parking
- 4 New south roadway improvements
- 5 New south phase 1 apron + roadway + parking
- 6 Relocate signature & DSM flying services to new site
- 7 Fuel road enhancement
- 8 Relocated building 31/cargo +new parking
- 9 Relocate employee parking
- 10 Temporary loading dock
- 11 New taxiway entry

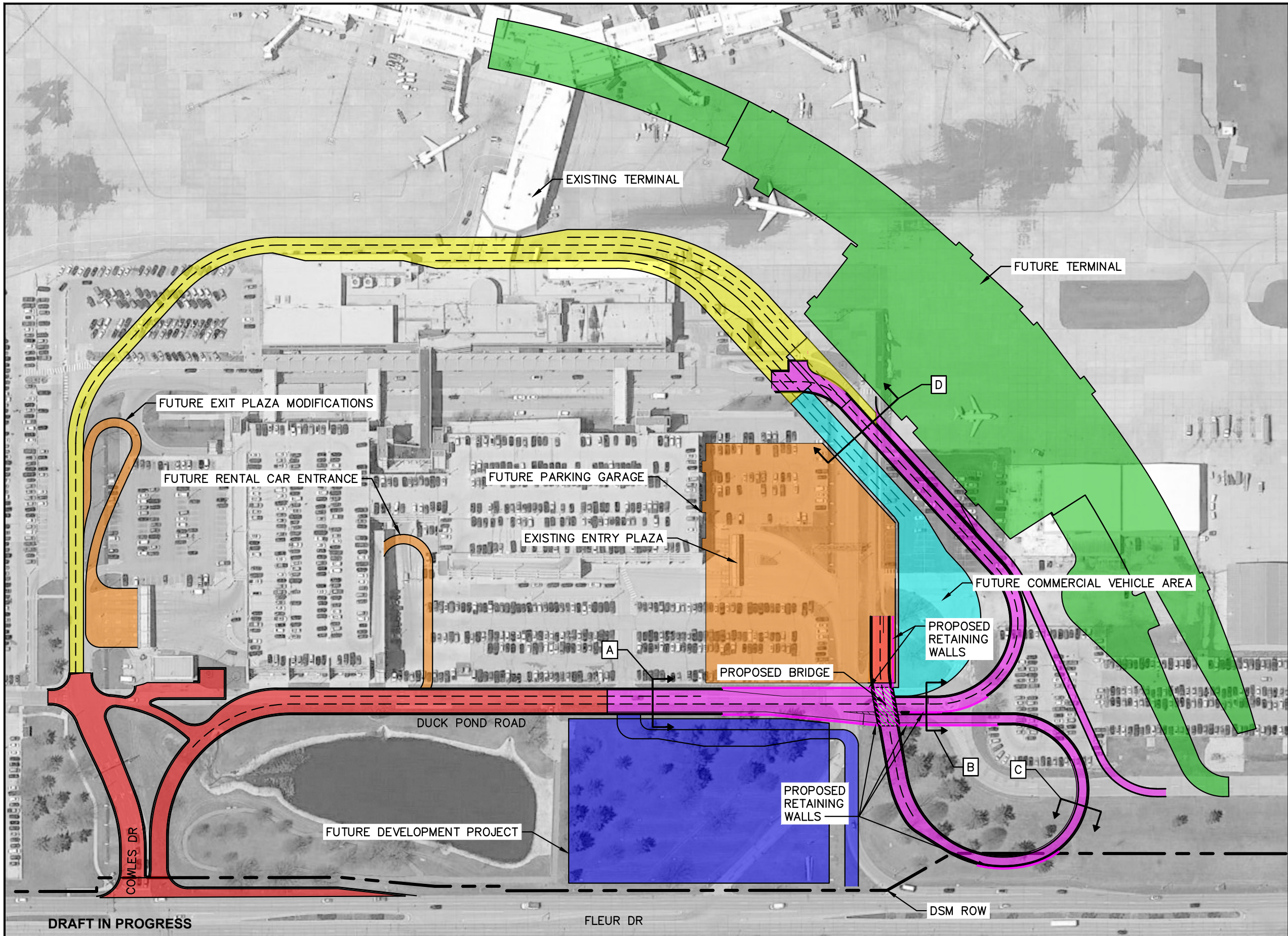
PASSENGER ACTIVITY LEVELS (PAL) 1.5

- 12 New Deice, RON pad + relocated Storm Control Building
- 13 New entry intersection at Fleur Drive
- 14 New entry plaza to parking
- 15 New roadway loop/curbside
- 16 New terminal and apron for 14 gates and RON
- 17 New parking structure (4-level with rental car ready/return on levels 1A & 1B)
- 18 New rental car customer service building & elevated pedestrian bridge
- 19 Existing garages to remain
- 20 New exit plaza
- 21 Existing terminal and concourse demolition
- 22 New long term parking lot
- 23 New conditioned landside walkway to long term parking core
- 24 Economy Lot #1 - public parking to remain
- 25 Economy Lot #2 - public parking to remain
- 26 Economy Lot #3 - public parking to remain
- 27 Economy Lot #4 - public parking to remain
- 28 New dry detention basin
- 29 New cell phone lot

PASSENGER ACTIVITY LEVELS (PAL) 2.0

- 30 New concourse expansion for 4 additional gates
- 31 Terminal curbside expansion
- 32 Relocate hondajet (per demand)
- 33 New GA/corporate campus (per demand)
- 34 Demo building 35 (per demand)
- 35 GA/corporate expansion (per demand)
- 36 New deice (cargo) (per demand)

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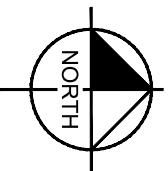
LEGEND

- COWLES DR PHASE 1 PROJECT
- COWLES DR PHASE 2&3 PROJECT
- INDEPENDENT PROJECTS
- FUTURE TERMINAL PROJECT
- FUTURE DEVELOPMENT PROJECT
- COWLES DR PHASE 4 PROJECT
- FUTURE ROADWAY PROJECTS

NOTES:

SEE PAGES 3&4 FOR SECTIONS A-D

2



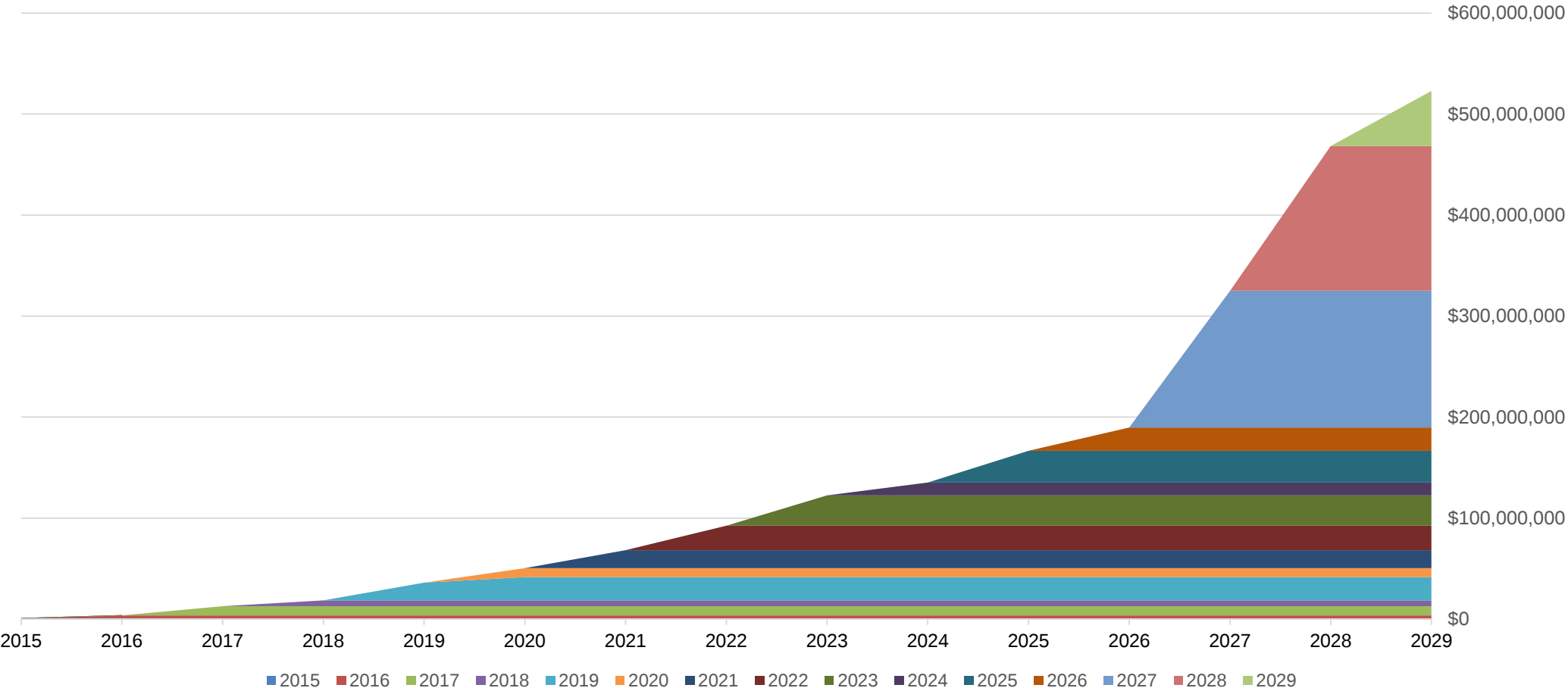
Des Moines International Airport
Cowles Drive Project

COWLES DRIVE PROJECT PHASING

SITE AND PROJECT PLAN

SCALE	1" = 150'
DISCIPLINE	CIVIL
SHEET NO.	2 OF 19

DSM Terminal Redevelopment





New Terminal Project

The New Terminal Project at the Des Moines International Airport began by creating a Terminal Area Concept Plan in 2014. After completing the Federal Aviation Administration's Environmental Analysis process, the Airport Authority received a Finding of No Significant Impact, signaling the environmental clearance to proceed with the new terminal and associated enabling projects. In 2017 a Program Development Document provided more detailed development plans and cost estimates. To date, the Authority has spent approximately \$64 million of its reserves on enabling projects to reposition tenants and infrastructure on the airport in preparation of the future terminal site. Signature Flight Support and UPS self-funded construction on their facilities for private investment estimated to be \$18 million.

Funding Plan

The funding plan for completing the new terminal relies on a variety of fund sources, to include Authority reserves and bonding capacity, contributions from regional municipal and county government, the Federal Aviation Administration, and State / Federal infrastructure grants.

Costs

Enabling Projects	\$ 85,300,000
Entrance Road Remaining Phases	\$ 29,000,000
Parking Garage Expansion / Rental Car Facilities	\$ 63,200,000
Terminal / Demo Existing Terminal	<u>\$398,000,000</u>
Total	\$575,500,000

Funding Sources

Private Investment on Airport	\$ 18,300,000 (Signature and UPS)
Authority Reserves / Revenues / Bonding	223,200,000
Regional Municipalities / Polk County	34,000,000
State / Federal Infrastructure Grants	<u>300,000,000</u>
Total	\$575,500,000

Timeline

The timeline for terminal construction will adjust to funding availability, but design could begin as soon as 2022 with construction 2024 - 2026. Municipal and County contributions are requested no later than 2026, but contribution timeline is flexible. Should funding from the State / Federal level sufficient to build the terminal not materialize, contributions would be returned.

Requested Regional Support

Requested support for the Terminal Project includes a contribution from regional municipalities and counties detailed below, along with a declination of interest in a regional Authority in return for the contribution. The regional support for this project will further enhance the Authority's ability to secure the funding needed from State / Federal sources.

	Population*	Per Capita	Total	Proposed Payment Schedule			
				2023	2024	2025	2026
Des Moines	214,237	\$50	\$ 10,000,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
West Des Moines	67,899	\$30	2,036,970	509,243	509,243	509,243	509,243
Ankeny	67,355	\$30	2,020,650	505,163	505,163	505,163	505,163
Urbandale	44,379	\$30	1,331,370	332,843	332,843	332,843	332,843
Waukee	24,089	\$30	722,670	180,668	180,668	180,668	180,668
Johnston	22,582	\$30	677,460	169,365	169,365	169,365	169,365
Altoona	19,221	\$30	576,630	144,158	144,158	144,158	144,158
Clive	17,242	\$30	517,260	129,315	129,315	129,315	129,315
Grimes	14,804	\$30	444,120	111,030	111,030	111,030	111,030
Pleasant Hill	10,019	\$30	300,570	75,143	75,143	75,143	75,143
Bondurant	6,958	\$10	69,580	17,395	17,395	17,395	17,395
Polk City	4,961	\$10	49,610	12,403	12,403	12,403	12,403
Windsor Heights	4,809	\$10	48,090	12,023	12,023	12,023	12,023
Mitchellville	2,258	\$10	22,580	5,645	5,645	5,645	5,645
Elkhart	918	\$10	9,180	2,295	2,295	2,295	2,295
Runnells	504	\$10	5,040	1,260	1,260	1,260	1,260
Alleman	452	\$10	4,520	1,130	1,130	1,130	1,130
Polk County			10,000,000	2,500,000	2,500,000	2,500,000	2,500,000
Dallas County and Cities			2,000,000	500,000	500,000	500,000	500,000
Jasper County and Cities			500,000	125,000	125,000	125,000	125,000
Story County and Cities			2,000,000	500,000	500,000	500,000	500,000
Warren County and Cities			1,000,000	250,000	250,000	250,000	250,000
			<u>\$ 34,336,300</u>				

* 2019 population estimate from Census.gov will be used for the per capita calculation

