



# Long Beach Airport



## Report on Capital Improvement Projects

City Council Meeting  
October 6, 2009



# Long Beach Airport



**May 29, 2009 – Court rules in favor of City - PTA Appeal**

Airport management has focused on bringing all development back on track.



Our approach takes into consideration:

- Airport's needs
- Current economic factors
- Environmental sustainability
- Financial sustainability



# Long Beach Airport



## Current Industry Trends:

- Economic downturn is affecting all airports and airlines;
- Tight credit market conditions;
- Operational costs have risen, effectively making regional jet commuter aircraft nonviable





# Long Beach Airport



## Airport Approach:

- Based on changing market conditions, the Airport has developed a phased construction approach to “right-size” new structures for today’s needs

## This approach:

- Ensures we meet the needs of our customers;
- Maintains the Airport’s viability into the future.



# Major CIP Projects



## Bond Funded Improvements

- Parking Structure
- Terminal

## Pay-As-You-Go Projects

- Air Carrier Ramp
- Taxiway G



# Parking Structure History



- City Council approved EIR with 4,000-space structure – June 20, 2006
- Planning Commission approved 3,200-space structure – January 3, 2008

## Proposed Phasing Plan for New Parking Structure

	Phase I	Phase II	Total
Structured Parking	1,990	1,210	3,200
Surface Parking	230	-	-
Existing Structure	1,000	-	1,000
Total	3,220	-	4,200





# Parking Structure Phase I (1,990 spaces)



Estimated Fully-Loaded Project Cost:  
**\$54 – \$60 million**

Jobs Created:  
**450**

*Anticipated Schedule With Existing Design/Build Contract:*

Build-able Design complete:  
**October 2009**

City Council Approval of Construction and Bond Financing:  
**November 2009**

Construction Commencement  
**End of 2009 – Early Part of 2010**



# Parking Structure Phase II



Phase II new spaces:  
**1,210**

Total on-site capacity:  
**4,200 parking spaces**

Triggered by actual  
operational needs

Not expected before 2016







# Terminal History



- **June 20, 2006** – City Council certified the EIR and approved a 97,545 sf terminal project
- **July 26, 2006** – School District files lawsuit
- **April 24, 2007** – City Council approved a revised terminal project of 89,995 sf
- **February 13, 2008** – Court rules in favor of City
- **April 27, 2009** – PTA appeal to lawsuit heard
- **May 29, 2009** – Court rules in favor of City



# Terminal Improvements



Airport's immediate need is to replace temporary common areas to include:

- Consolidated checkpoint
- Permanent hold rooms
- Concessions
- Restrooms





# Terminal Improvements



## Proposed Priority

Proposed Priority	Existing SF	Approved Total SF	Priority I Construction SF	Priority II Construction SF	Unchanged Areas SF
<b>Holdrooms</b> (Common Areas)	<b>19,650</b>	<b>26,500</b>	<b>26,500</b>	-	-
<b>Concessions</b> (Revenue Generating)	<b>5,460</b>	<b>13,460</b>	<b>8,250</b>	-	<b>5,210</b>
<b>Passenger Screening</b> (Common Areas)	<b>3,900</b>	<b>8,940</b>	<b>6,500</b> (existing space)	<b>2,440</b>	-
<b>Baggage Screening</b>	<b>5,000</b>	<b>6,200</b>	-	<b>6,200</b>	-
<b>Office Space</b>	<b>12,570</b>	<b>23,230</b>	-	<b>16,260</b>	<b>6,970</b>
<b>Non-Secure Areas</b> (Terminal Restrooms, Ticketing, Baggage Services)	<b>9,740</b>	<b>11,665</b>	-	<b>1,925</b>	<b>9,740</b>
<b>Totals</b>	<b>56,320</b>	<b>89,995</b>	<b>41,250</b>	<b>26,825</b>	<b>21,920</b>



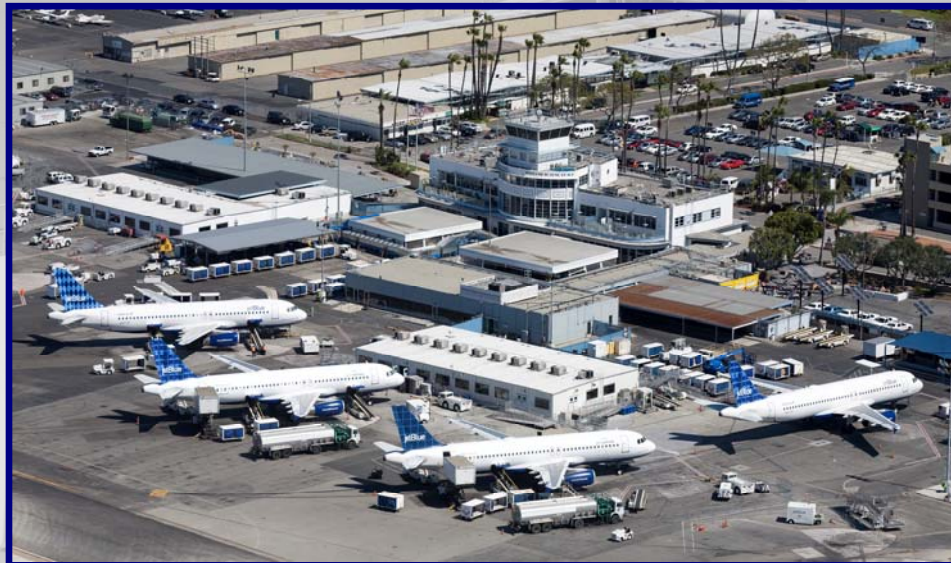
# Terminal Improvements Priority I



## Preliminary Timeline:

- Design complete: **Fall 2010**
- Planning approval: **Fall 2010**
- City Council approval: **Winter 2010**
- Commence construction: **End 2010 – Early 2011**

Overall Project Cost:  
**\$40 - \$45 million**



- Exploring alternatives, including design-build and public-private development to expedite process
- Additional phases triggered by actual operational need



# Terminal Improvements



Secondary priorities will be developed based on:

- Actual need
- Airline negotiations for exclusive use space
- TSA negotiations to secure funding



# Bond Funded Projects Financing Plan



## With the Current Approach:



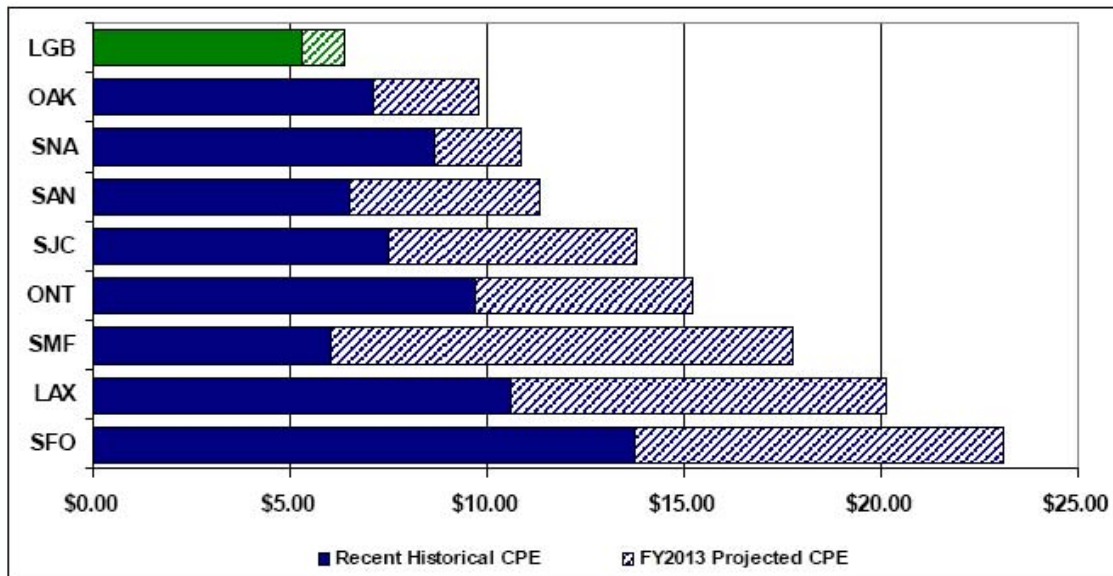
- Funded solely by Airport Revenues (GARB) - No airport in the U.S. has ever defaulted on a GARB
- General Fund revenues will not be pledged
- Evaluate bond insurance
- Financial contingency plans show:
  - 1) Airport could withstand a 40% decline in passenger traffic and still meet debt service.
  - 2) Airport could operate for approximately 2.5 years with a combination of cash reserves, O&M reductions, and postponement of Airport funded projects, with the loss of JetBlue.



# Bond Funded Projects Financing Plan



## LGB Airline Charges Are Very Competitive





# Air Carrier Ramp



## Description

Rehabilitate air carrier ramp, replacing asphalt with concrete, to extend life of ramp and provide utilities to reduce emissions from aircraft and ground service equipment

## Status

Phase I approved by City Council

## Cost

\$33.3 million

## Funding – Pay As You Go

FAA AIP grants, and Passenger Facility Charges

## Jobs Created

120

## Schedule

Begin construction of first of four phases end of 2009







# Taxiway G



## Description

Rehabilitate and improve Taxiway G to meet current FAA standards

## Status

To be considered by City Council early 2010

## Cost

\$12 million

## Funding – Pay As You Go

FAA AIP grants and Passenger Facility Charges

## Jobs Created

80

## Schedule

Begin construction Summer 2010

Estimated completion: Summer 2011







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