



## Legislation Details (With Text)

**File #:** 19-0927      **Version:** 1      **Name:** LBA - Award of funds from FAA - Taxiway D D5  
**Type:** Contract      **Status:** CCIS  
**File created:** 8/29/2019      **In control:** City Council  
**On agenda:** 9/17/2019      **Final action:** 9/17/2019

**Title:** Recommendation to authorize City Manager, or designee, to submit a grant application to the Federal Aviation Administration, for capital improvements to Taxiway D between Taxiway B and Taxiway J; accept said grant, if awarded, in an amount up to \$8,000,000, in Airport Improvement Program funding for Fiscal Year 2019; and, execute all documents necessary, including any amendments, to accept and expend the funds. (District 5)

**Sponsors:** Long Beach Airport

**Indexes:**

**Code sections:**

**Attachments:** 1. 091719-R-22sr.pdf

Date	Ver.	Action By	Action	Result
9/17/2019	1	City Council	approve recommendation	Pass

Recommendation to authorize City Manager, or designee, to submit a grant application to the Federal Aviation Administration, for capital improvements to Taxiway D between Taxiway B and Taxiway J; accept said grant, if awarded, in an amount up to \$8,000,000, in Airport Improvement Program funding for Fiscal Year 2019; and, execute all documents necessary, including any amendments, to accept and expend the funds. (District 5)

The Long Beach Airport (Airport) receives grant funds from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) for capital improvement projects. Entitlement funds are the portion of AIP funds allocated to the Airport based on the number of enplaned passengers and are calculated by the FAA using a set formula. Discretionary funds are the portion of AIP funds that are allocated to airports based on need and national priority, as determined by the FAA. Every other year, the Airport submits a grant application for entitlement and discretionary funds from the AIP to pay for major airport infrastructure rehabilitation and improvements.

On December 2, 2014, the City Council authorized the finalization and submission of preferred Alternative 3A of the Airfield Geometry Study (Study) to the FAA for review. The Study, prepared by HNTB Corporation, provided a comprehensive evaluation of the airfield geometry, providing alternatives for the reduction of risk in response to the Commercial Aviation Safety Team (CAST) report and analysis of the airfield design. Alternative 3A will help to reduce excess infrastructure and increase financial benefits through lower operation and maintenance costs.

On December 9, 2014, the City Council authorized the submission of an application for AIP funding of the Study - Phase 2. As the recommendations of the Study include physical

modifications to the airfield, Phase 2 includes an update to the Airport Layout Plan (ALP) and other official maps and documents required to be maintained by the Airport. The ALP and associated documents have been developed and the FAA conditionally approved the document on July 6, 2017.

The Study's recommendation includes the preservation of the mid-section of Taxiway D and the removal of Taxiway B pavement north of Taxiway D. The project improvements include the full reconstruction of Taxiway D pavement between Taxiway K and Runway 8R-26L to maintain airfield infrastructure and enhance operational safety.

The project also includes the demolition/reconfiguration of the airfield geometry "hot spot" at the non-standard Taxiway B crossing of Runway 12-30 and Runway 8L-26R, which will enhance pilot's situational awareness and safety. Additional improvements will include grading and drainage improvements, hydro-seeding of graded infield areas, taxiway markings, and new LED airfield signage and lighting improvements.

Funds for the capital improvements to Taxiway D are pending the receipt of the AIP Supplemental grant offer from the FAA. The grant requires shared financial participation by the Airport of 9.34 percent of the project cost. The estimated cost for the capital improvements to Taxiway D is \$7,400,248, of which \$6,709,065 will be federally funded. The final amount of the AIP grant may be slightly higher or lower, depending on the actual bid amount and available FAA funds. The Airport's \$691,183 share of cost will be funded with Passenger Facility Charges (PFC). Any use of PFC funds must be approved by the FAA prior to expending. It is anticipated that approval from the FAA will be received in FY 20 for this project.

This matter was reviewed by Deputy City Attorney Richard F. Anthony on August 28, 2019 and by Budget Management Officer Rhutu Amin Gharib on August 30, 2019.

City Council action is requested on September 17, 2019, so the grant application may be fully processed in the timeframe required by the FAA. Failure to meet the FAA deadline may result in loss of funding. Based upon the national priority to conform airfield geometry to current design standards, the FAA has advised the Airport that this project will be given national priority. The Airport is anticipated to be awarded discretionary AIP funds.

The amount of federal AIP grant funds requested for this project is \$6,709,065. The required grant matching funds in the amount of \$691,183 will be funded from PFC revenue in the Airport Fund Group in the Airport Department. An appropriation increase will be requested for the awarded grant amount, Airport's PFC funds, and an additional appropriation necessary to fund this project after the grant offer is received and executed. This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. It is anticipated that the project will have a positive impact on the local job market.

Approve recommendation.

CYNTHIA GUIDRY  
DIRECTOR, LONG BEACH AIRPORT

APPROVED:

PATRICK H. WEST  
CITY MANAGER