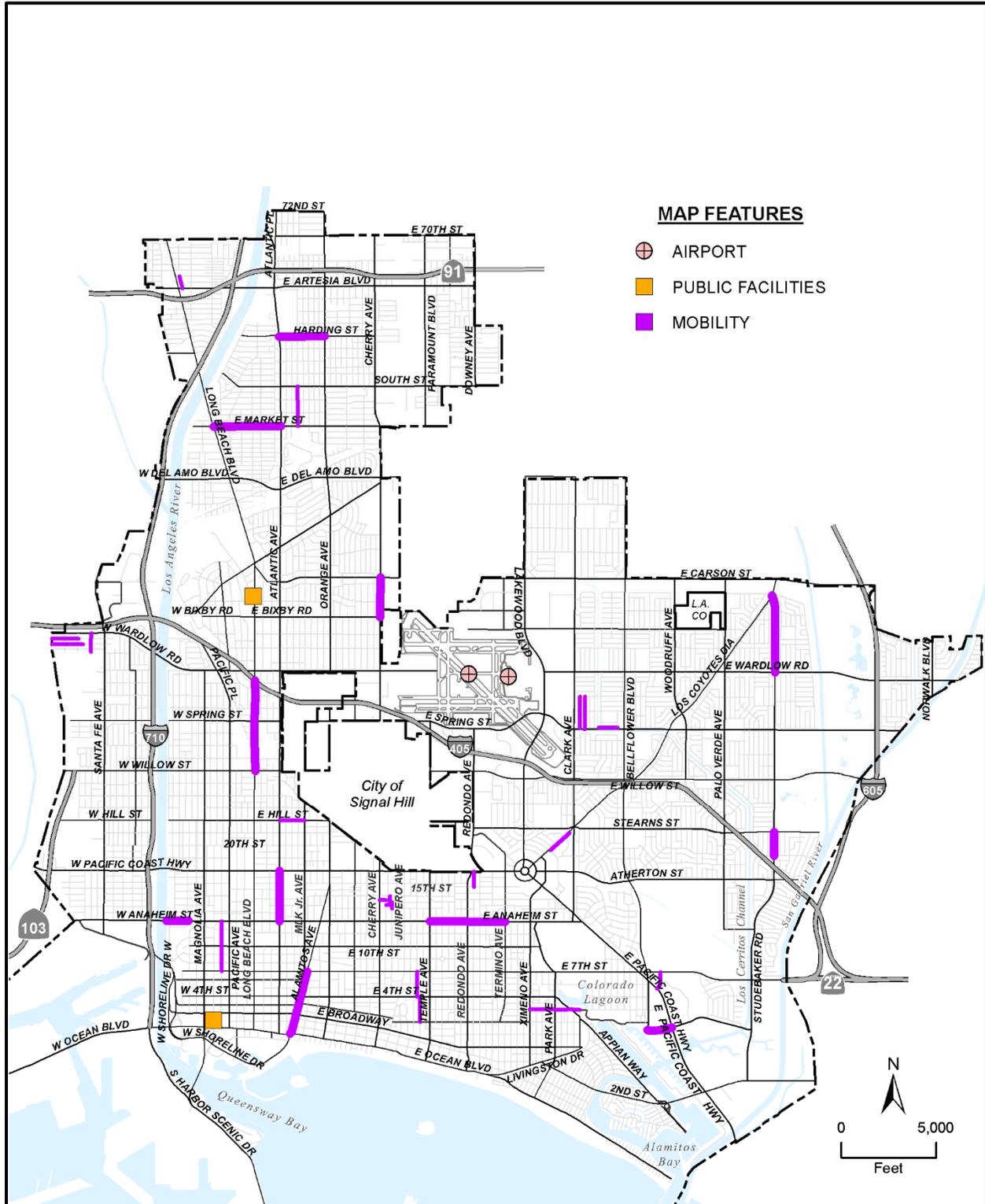


FY 21 Capital Improvement Program (CIP)

Capital Program Overview



FY 21 Capital Improvement Program (CIP)

BACKGROUND

Though our community and organization are challenged by the impacts of COVID-19, the City's work to plan for the future and maintain public infrastructure continues. The Capital Improvement Program (CIP) continues to provide a comprehensive program to the City Council and the residents of Long Beach to plan, design, construct, maintain, and repair City facilities and infrastructure over the next fiscal year. The size, age and diverse infrastructure of the City requires significant consideration to determine the best investments to make now, to realize the most cost-effective returns in the future. The CIP also serves as a financial tool, which identifies funds for the wide variety of mid and longer-term capital projects, as well as a planning tool to ensure capital projects are consistent with the City's General plan.

BUDGET PROCESS

Public Works serves as the lead Department for developing the FY 21 Proposed (FY 21) CIP Budget. During this challenging time, Public Works, in conjunction with other Departments, reviewed the City's capital needs and prioritized project submittals based on established criteria:

- The ability of the project to meet health, safety and legal concerns and mandates;
- The value of the project to prolong the life of City assets or avoid/minimize future repair costs;
- The benefit the project will provide the community in support of the goals articulated in the Strategic Plan;
- The potential for the project to generate savings or increase productivity; and
- The extent to which the project will secure future funds through program planning or grant eligibility.

The CIP identifies current expenditures along with providing and outline proposed funding. The strategic capital investment in the City's infrastructure includes major enhancements and repairs to critical public assets, ranging from the infrastructure that is integrated into daily life such as parks, marinas and beaches, buildings, streets, traffic signals, storm drains, sidewalks, bus stops, bridges, water and sewer facilities, the Harbor, upgrades to the Americans with Disabilities Act (ADA), and to airport facilities to meet the long-term travel needs of our residents and businesses.

BUDGET HIGHLIGHTS

In response to the current economic situation the City is facing due to the pandemic, the FY 21 Proposed CIP focuses on continuing to provide investments into the community to improve the economic vitality and quality of life in the throughout the City. Capital improvements require a major initial investment, a significant and continuing financial commitment for maintenance and, eventually, replacement. The following pages provide a summary of each section with a dollar amount that represents proposed funding for FY 21:

- Airport
- Mobility
- Public Facilities
- Utilities
- Harbor

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ALLOCATION PLAN

	FY 21 Proposed
Sources¹:	
Airport Fund	\$1,000,000
Civic Center Fund	\$100,000
Gas Fund	\$11,050,000
Gasoline Tax Street Improvement Fund	\$11,500,000
General Capital Projects Fund	\$10,139,965
Measure A	\$18,514,645
Transportation Fund	\$23,400,000
Water Utility	\$24,815,834
Sewer	<u>\$7,087,094</u>
Subtotal	\$107,607,538
 Harbor	 \$383,008,000
 Grand Total	 \$490,615,538
 Uses:	
Airport	\$1,000,000
Mobility	\$55,199,000
Public Facilities	\$5,455,610
Utilities	<u>\$45,952,928</u>
Subtotal	\$107,607,538
 Harbor	 \$383,008,000
 Grand Total	 \$490,615,538

¹ Each fund receives revenue from various sources such as bonds, fees and grants. Funding sources for the Capital Projects Fund may include, but are not limited to: County Park Bonds, County Grants, Developer Fees, Federal Grants, General Fund, Lease Revenue Bonds, Park Impact Fees, State Grants, Traffic Impact Fees and Uplands Oil Capital Fund.

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Airport

Long Beach Airport (LGB) offers a variety of services to air carriers, commercial and general aviation users, as well as the traveling public. Funding for Airport Capital Improvement Projects is derived from several sources including: Federal Aviation Administration (FAA), Airport Improvement Program grants (AIP), Transportation Security Administration (TSA) grants, Passenger Facility Charges (PFC), Customer Facility Charges (CFC), Airport fees, and operating revenues. The focus of the Airport Capital Improvement Program is to continue improving the safety, security, and operations of the Airport to meet the mandates of the FAA and TSA.

In FY 20, the Airport completed, four months ahead of schedule, the \$23M construction of Taxiway C, consistent with the Airfield Geometry Study recommendations to increase safety and efficiency of the airfield operations. Also completed in FY 20 was the installation of 15 new electric Ground Service Equipment (GSE) chargers. The new GSE chargers will aide in the effort to lower pollutant emissions through conversion to electric ground support equipment. In addition to being faster and more efficient than previous chargers, they recognize each specific battery type and charge accordingly to prolong the life of individual batteries.

The Terminal Area Improvements Program Phase II continues in FY 20, with the first two facilities (Checked Baggage Inspection System (CBIS) and new Ticketing Building) being prioritized. Foundation work for the CBIS building is now complete, with steel erection and roofing underway. The Ticketing Building's electrical infrastructure is anticipated to be completed soon which will allow the Airport complete site demolition and prepare for foundation construction.

Other projects on the airfield include the \$6M rehabilitation of Taxiway D that is currently underway and will be completed before the end of the year, at which time the Airport anticipates beginning the \$7M construction of Taxiway B in FY 21.

	FY 21 Proposed
Project Title	
Airport Terminal Area Improvements	\$500,000
Airport Pavement Rehabilitation	<u>\$500,000</u>
Total Airport Projects	\$1,000,000

Mobility

The Mobility section contains programs designed to maintain and improve the City's transportation network, and to meet the increased needs for mobility resulting from economic growth, utilizing a combination of different funding sources. These funds include City of Long Beach Measure A, Proposition A and C, Gas Tax Street Improvement Capital, Transportation Improvement Fees, Los Angeles County Measure M and R, State Road Maintenance and Rehabilitation Act, along with, Federal, State, and County grants.

Mobility improvements include street repair, street and intersection improvements, traffic signal system expansion and upgrades, transit improvements, replacement parking and traffic lane

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striping, neighborhood traffic management and mobility enhancements in the right-of-way. This section also includes programs that evaluate traffic congestion throughout the City and respond with projects to relieve congestion or enhance traffic safety. When designing arterial and local streets, each location is addressed using the complete streets design framework. This means that conditions for people who walk, bicycle and take transit are considered when designing a roadway.

The program delivers improvements including reconstructing and resurfacing of major, secondary, and residential streets; upgrading accessibility of curb ramps to comply with current American Disabilities Act (ADA) regulations; installing bicycle facilities; replacement of street signs; repairing neighborhood sidewalks, curbs, and gutters; and rehabilitating bridges to repair deficiencies identified by the bridge inspection reports.

The paving program is guided by the City's Infrastructure Investment Plan (IIP) and Pavement Management Program (PMP), which is typically updated biannually. The Public Works team plans projects in coordination with Development projects along with projects from other departments and agencies. The program is developed to make best use of the City's limited funds. This means it is not a "worst first" methodology. It is a balance between maintaining our "good" streets in good condition, while also spending funding to eliminate backlog of streets in "poor" condition. There are several factors that are taken into consideration when the City evaluates the selection of streets, such as surface conditions, utility work (pipeline construction), cost effectiveness, future developments in the area, and potential conflicts with other projects. The goal is to rehabilitate a roadway when it is in "good" condition versus delaying repairs to a state in which the street degrades down to a "poor" condition, which significantly increases the costs of repairs.

The proposed Mobility budget includes \$55.2 million of new funding in FY 21, of which \$37.4 million has been budgeted for street rehabilitation and arterial corridor enhancements throughout the City. Measure A funds totaling \$15.2 million, of which \$7.5 million is for Arterial Street Improvements, \$6.5 million for ADA Curb Ramp Improvements and \$1.2 million for Citywide Alley Improvements.

In addition to Measure A funding, Mobility also receives local, state and federal funding. This includes improvements to arterial corridors, bikeways, bridges, bus stops, light rail transit, citywide striping and signage, and traffic signals.

Project Title	FY 21 Proposed
ADA Rapid Response	\$500,000
Alley Improvements	\$1,200,000
Arterial Corridor Enhancements	\$13,803,100
Arterial Street Rehabilitation	\$12,700,000
Bikeway and Pedestrian Improvements	\$2,390,000
Bridge Improvements	\$1,000,000
Bus Stop Improvements	\$210,000
ADA Curb Ramp Improvements	\$9,500,000

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Light Rail Transit Improvements	\$256,000
Residential Street Improvements	\$10,899,000
Citywide Sinkholes	\$250,000
Citywide Striping & Signage Program	\$250,000
Traffic Signal Improvements	\$550,000
CIP Administration	<u>\$1,690,900</u>
Total Mobility Projects	\$55,199,000

Public Facilities

The City of Long Beach owns over 350 facilities throughout the City that continue to provide residents with public services, recreational opportunities, places to learn, and public safety. These facilities include but are not limited to the following: Libraries, Health Facilities, Fire Stations, and Police Stations.

In FY 20, construction for Civic Center phase II work continues which includes access to Lincoln Garage and demolition of the old Main Library Branch. This fiscal year the Project Management Bureau completed three Library Branch circulation desks, numerous roof repairs, and the Police Department (PD) West Station roof restoration and HVAC upgrade projects. This year, the Public Safety Garage project construction was started and is on scheduled to be completed in FY 21.

The Public Works Department continues the Citywide Facility Condition Assessment (FCA) which began in FY 18 to determine the overall condition of all our facilities. To-date, 258 buildings have been assessed, it is anticipated that the FCA will be completed in 2020.

The FY 21 budget for Public Facilities includes \$5.4 million of which \$3.3 million is from Measure A, \$2 million from AB-32 funds, and \$100,000 of Civic Center funds. In total, \$5.3 million has been budgeted for facility improvements, energy efficiency and solar projects, improvements to the new Fire Station 9, and \$100,000 for improvements to the Civic Center.

Project Title	FY 21 Proposed
Facility Improvements	<u>\$5,455,610</u>
Total Public Facilities	\$5,455,610

Utilities

The Utilities section is comprised of three different services provided to Long Beach residents. These services are provided by the Long Beach Energy Resources Department, Long Beach Water Department and the Public Works Department Stormwater/Environmental Compliance Division. In addition, these Departments work closely to coordinate water, gas, and street improvement projects in the right-of-way, adhering to the City's "Dig Once" policy preventing any newly paved or slurried street from being torn up.

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Long Beach Energy Resources Department

Long Beach Energy Resources (LBER) Department oversees approximately 1,900 miles of natural gas pipelines. The Department's objective is to safely deliver natural gas to over 150,000 businesses and households in the most cost-efficient manner. All operations are conducted in strict compliance with U.S. Department of Transportation's (DOT) pipeline safety regulations, CFR 49 part 190-199. LBER is engaged in a long-term pipeline infrastructure replacement program focusing on pipelines identified in its Distribution Integrity Management Plan (DIMP). In the past five years, over 50 miles of distribution main and service pipelines have been installed or replaced, improving system integrity.

The CIP takes a system-wide approach and replaces pipelines targeting the worst risk pipes within the system. There are numerous factors that affect which pipes are selected for replacement including age, material type, leakage history, etc. In addition to pipeline replacement, the CIP addresses capital needs to regulator stations, valves, and other gas facilities, and funds critically mandated programs such as cross bore inspections, meter replacement, gas facility surveys, etc. LBER will continue to work closely with the Public Works Department to coordinate gas projects with street improvement projects.

In FY 21, a total of \$11.05 million is proposed for LBER projects including main and service pipeline replacement, gas meter replacement, facility work, gas control, and cathodic protection.

Project Title	FY 21 Proposed
Facility Work	\$500,000
Gas Control/Cathodic Protection	\$250,000
Gas Meters Replacement	\$25,000
Main Pipeline Replacement	\$8,500,000
Service Pipeline Replacement	<u>\$1,775,000</u>
Total LBER	\$11,050,000

Stormwater/Environmental Compliance

The Stormwater/Environmental Compliance Division is responsible for maintaining the City's 300 miles of storm drain pipeline, pump stations and monitoring stormwater quality within Long Beach. Water quality compliance is handled through the City's National Pollutant Discharge Elimination System (NPDES) permit. In 2016, an assessment of the City's 23 pump stations was completed and identified over \$35 million in necessary repairs and upgrades.

In FY 21, \$3 million of Measure W funding is proposed for the implementation of the Watershed Management Program, the LBMUST stormwater treatment facility, low flow devices, trash capture devices, and other projects to keep Long Beach in compliance with its' NPDES permit.

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Project Title	FY 21 Proposed
Storm Drain System & Water Quality Improvements	<u>\$3,000,000</u>
Total Stormwater	\$3,000,000

Long Beach Water Department

Planned capital improvements to the City's water and sewer system encompass a wide range of projects. The Water Department will continue replacing aging infrastructure that is approaching the end of its useful life, including, but not limited to, water pipelines, valves and meters. The Department coordinates pipeline projects with the Measure A Street Rehabilitation projects. In addition, the Department is continuing with its well and water tank rehabilitation projects.

The Sewer CIP budget reflects a sustained level of investment in infrastructure, as the Department follows a programmatic CIP based on an updated Sewer Master Plan. In FY 21, the Water Department is proposing \$29.9 million in Capital Projects. Of this amount, \$22.8 million is in the Water Fund and \$7.1 million is in the Sewer Fund.

Project Title	FY 21 Proposed
Potable Water	
In-House Water Main Replacement	\$2,500,000
Meter Replacement Program	\$50,000
Water Pipeline Improvement	\$2,520,000
Water Pipeline Replace/Install	\$4,680,973
Alamitos Reservoir Improvements	\$2,116,880
Water SCADA Improvements	\$295,351
Treatment Plant Improvements	\$819,682
New Well Development/Equipment	\$6,931,833
Water Supply Improvements	\$650,900
Well Rehabilitation	\$1,280,000
Recycled Water Improvements	\$207,400
Water Facility Improvements	\$1,962,815
Water Miscellaneous	<u>\$800,000</u>
Total Water Fund	\$24,815,834

Sewer

Sewer Pipeline Rehab	\$2,150,000
Sewer Operations	\$1,850,000
Sewer Pipeline Replacement/Install	\$300,000
Sewer Lift Stations	\$2,637,094

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Sewer Miscellaneous	<u>\$150,000</u>
Total Sewer Fund	\$7,087,094

Harbor Department

The Harbor Department (Port), with its deep-water channels, rail access, and ongoing investment in state-of-the-art facilities, continues to be the preferred gateway for Asia-Pacific trade and operational model for its environmental innovations and initiatives. The Port continues to implement a long-term capital improvement program designed to provide Port tenants with secure, state-of-the-art facilities capable of accommodating international trade and safeguarding regional economic benefits in a sustainable manner while ensuring economic vitality, ecological health, and community integrity.

The Port forecasts investing \$1.7 billion in capital projects over the next decade to increase cargo-handling efficiency and enhance competitiveness. This investment will also stimulate the economy by creating thousands of direct construction jobs along with indirect service and commercial opportunities.

In FY 21, the Port is forecasting to spend \$382 million on capital projects, with \$84.5 million for the continued construction of the Gerald Desmond Bridge Replacement, and \$88.5 for the Middle Harbor Redevelopment Project. Port Security continues to be a high priority, with the Department investing nearly \$29.6 million in capital projects.

Project Title	FY 21 Proposed
Major Projects	
Terminal Development	
Pier D/E/F (Middle Harbor)	<u>\$85,519,000</u>
Total Terminals Expansion and Development	\$85,519,000
Port-Wide Security & Safety	
New Fire Station / Fire Boats / Security	<u>\$29,597,000</u>
Total Port-Wide Security & Safety Projects	\$29,597,000
Streets, Bridges, and Railways	
Gerald Desmond Bridge Replacement	\$84,538,000
Rail Projects	<u>\$79,583,000</u>
Total Streets, Bridges, and Railways	\$164,121,000
Miscellaneous Projects	
Port Headquarters / Civic Center	\$1,293,000
Environmental Projects	\$32,647,000
Eng. Misc. Projects / Port Infrastructure	\$21,435,000

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Port Infrastructure (Streets, Water, Storm Water, Sewer)	\$33,076,000
Information Technology Projects	\$12,035,000
Furniture, Fixtures, and Equipment	<u>\$2,285,000</u>
Total Miscellaneous Project	\$102,771,000
Total Harbor Department	\$382,008,000