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MEETING OF THE ECONOMIC DEVELOPMENT COMMISSION  
FOR THE CITY OF LONG BEACH

TRANSCRIPT OF DISCUSSION  
STUDY SESSION REGARDING PROPOSED  
FIS FACILITY AT LONG BEACH AIRPORT

OCTOBER 25, 2016  
6:33 P.M.

LONG BEACH CITY HALL  
333 W. OCEAN BOULEVARD  
LONG BEACH, CALIFORNIA

MARY E. PIERCE, CSR 6143  
JOB NO.: 16-162

1 COMMISSION MEMBERS:

2 RANDAL HERNANDEZ, Chairman  
3 BECKY BLAIR, Vice Chair  
4 BLAIR COHN, Commissioner  
5 CYRUS PARKER-JEANNETTE, Commissioner  
6 FRANK COLONNA, Commissioner  
7 KRISTI ALLEN, Commissioner  
8 MICHELLE MOLINA, Commissioner  
9 WALTER LARKINS, Commissioner  
10 LINCOLN BAUER, Commissioner

11 CITY REPRESENTATIVES:

12 JESS ROMO, Director of Long Beach Airport  
13 MICHAEL J. MAIS, Assistant City Attorney  
14 PABLO RUBIO, Clerk

15 CONSULTANTS:

16 DAVID TOMBER, Jacobs Engineering  
17 KATHLEEN BRADY, Bonterra Psomas

18 MEMBERS OF THE PUBLIC WHO ADDRESSED THE COMMISSIONERS

19 BOB JOY  
20 ROB LAMB  
21 JOHN DELATORRE  
22 DAVID RAIKLEN  
23 NANCY LOPEZ  
24 RAGHIB TAQUIR  
25 JANE NADEAU  
GINA LAGLE  
KEVIN McACHREN  
WASEEM MATHEWS  
CARMEN LOPEZ  
BILL THOMAS  
DONNA SIEVERS  
JOE SOPO  
JOE MELLO  
CURT CASTAGNA  
LAURIE SMITH  
RAMAN VASISHTH

1 TUESDAY, OCTOBER 25, 2016; 6:33 P.M.

2 LONG BEACH, CALIFORNIA

3

4 CHAIRMAN HERNANDEZ: Okay. Commissioners, why  
5 don't we go ahead and get started.

6 Pablo, you want to go ahead and announce  
7 the item again?

8 MR. RUBIO: Item number five is a recommendation  
9 to conduct a study session to receive and file a  
10 presentation on a feasibility study for a Federal  
11 Inspection Service facility at the Long Beach Airport.

12 CHAIRMAN HERNANDEZ: So, Commissioners, we have a  
13 lot of homework that we've been doing. I think  
14 everybody here has read this entire report front to back  
15 and finds it very exciting. We know the Jacobs folks  
16 are going to condense it for us and we'll have a good  
17 discussion.

18 So my thought for this study session -- and  
19 let me emphasize this is a study session -- is we will  
20 hear the presentation from Jacobs. I've asked for staff  
21 to give us a few comments on what happened at the  
22 Airport Commission and some findings that came out of  
23 that because we know that that was the first hearing or  
24 I should say study session on the item.

25 Then after the presentation, we'll come to

1 the Commissioners for questions, and then we'll go to  
2 the public for public comment.

3 And again, realizing that the Airport  
4 Commission had a very thorough study and discussion on  
5 this item and this is the Economic Development  
6 Commission, our key discussion will really be on the  
7 economic value of this FIS and the potential negative  
8 economic impacts.

9 Of course, we're open to ask any questions  
10 we want, as is the public. But again, I think that's  
11 the key focus and expectation for the Mayor and the City  
12 Council is that we're going to focus on the economic  
13 value and content of this report.

14 For the public, again, we're going to  
15 accept public comment. We're going to give you three  
16 minutes. Each individual will have three minutes to  
17 talk. We would ask that when you come to the podium  
18 that you give your name and spell it correctly, if you  
19 can remember how to do that. Sorry. And then -- I  
20 know.

21 And that we would ask that any questions --  
22 you know, that any questions that you ask would not be  
23 responded to by the Commission. We know that we have a  
24 court reporter here that's recording questions, as will  
25 staff, and your questions would be answered in written

1 form by the staff at another time. I believe they said  
2 they would do that by next week or soon thereafter.

3 So is everyone clear on what we're going to  
4 do to proceed? So we're going to do presentations,  
5 Commissioner questions, public comment, and then we'll  
6 come back to the Commission at the end for final  
7 comments, questions, thoughts along the way, and then  
8 we'll move on.

9 So any questions or comments from the  
10 Commissioners? Okay. With that I'm going to turn it  
11 over to staff for the presentation, and, I guess, who is  
12 going to set it up?

13 MR. ROMO: Thank you, Mr. Chair.

14 I'm Jess Romo, the Airport Director of Long  
15 Beach Airport. First and foremost, we want to thank and  
16 welcome everybody for attending this evening's  
17 presentation of the FIS feasibility study.

18 On October 4th, 2016, the City released the  
19 FIS feasibility study for public review prior to its  
20 presentation to the City Council. Tonight we have the  
21 second of two opportunities for the public to view a  
22 presentation of the study and provide public comment.

23 The Chair has stated the sequence of  
24 tonight's presentation, and we hope you keep an open  
25 mind with respect to information that will be shared.

1           The Airport is compiling public comment  
2 from last week's Airport Advisory Commission and  
3 tonight's meeting and forwarding the information to the  
4 Mayor and City Council for their consideration.

5           We will endeavor to answer all questions  
6 posed by the public during the public comment period.  
7 To that end, you will note we have a stenographer  
8 present who will be capturing the content of the meeting  
9 and your public comments.

10           We ask you to have your assistance by  
11 speaking clearly into the microphone and allowing others  
12 to speak without interruptions to allow their words to  
13 be heard and accurately recorded.

14           The Economic Development Commission will  
15 have its opportunity to ask questions, and it is  
16 possible that these will be questions put forth during  
17 public comment.

18           Some questions may not be answered tonight,  
19 but we will provide a complete record of all questions,  
20 and we will endeavor to answer these as part of the  
21 overall effort to provide the Mayor and City Council  
22 with a full picture of the public's comments both at  
23 last Thursday's Airport Advisory Commission meeting and  
24 tonight's Economic Development Commission meeting.

25           This item is tentatively scheduled to

1 appear before the City Council on November 15th, 2016.

2 At this time, I'd like to introduce Mr. Dave Tomber from  
3 Jacobs, and he will begin the presentation.

4 MR. TOMBER: Welcome.

5 Thank you. Hello. My name is David  
6 Tomber. I'm an aviation principal with Jacobs. I'm  
7 very pleased to be here this evening to present the  
8 findings of a feasibility study for a Federal Inspection  
9 Service facility at the Long Beach Airport to the  
10 Economic Development Commission.

11 This study should have strong interest to  
12 the Commission. 28 percent of all employees working at  
13 the airport live in the city. They earn high wages,  
14 good jobs that pay \$9,000 annually higher than Los  
15 Angeles County. So the Airport is an exceptional  
16 economic engine for the City.

17 I should note before I start that there  
18 have been a few slides that have been altered since the  
19 -- slightly since the presentation to the Airport  
20 Advisory Commission, and I'll point those out as we go  
21 along.

22 For those who don't know what is an FIS  
23 facility, an FIS facility, it's an acronym that stands  
24 for Federal Inspection Services. It's a facility for  
25 processing passengers, baggage and goods into and out of

1 the United States. It's required by federal regulations  
2 for all aircraft flying into the United States from a  
3 foreign country.

4 U.S. Customs and Border Protection is the  
5 primary federal agency regulating both the design and  
6 operation of an FIS. There are two types of FIS  
7 agreements or arrangements with Customs and Border  
8 Protection. The first is a port of entry. The second  
9 is a user fee airport. The primary difference is the  
10 size of the operation and who pays.

11 Large hub airports are primarily ports of  
12 entry. User fee airports that do not meet the size  
13 thresholds outlined by CBP pay for the operation, for  
14 the staff, based on a formal agreement.

15 So why we're here tonight, there was a  
16 request by JetBlue to seek creation of a U.S. Customs  
17 facility, an FIS. City Council authorized a feasibility  
18 study, and an RFQ was issued. Jacobs was selected to  
19 perform the study, and the study results were released  
20 on October 4th, 2016.

21 The purpose of this study which I am  
22 presenting tonight is to assess the technical  
23 feasibility for an FIS at Long Beach should the City  
24 Council decide to proceed.

25 Our work provides an independent opinion on

1 technical feasibility issues that's designed to inform  
2 decision makers. There were no preconceived opinions by  
3 this study team. In fact, we were directed by the  
4 Airport to meet with the community before any work was  
5 actually started.

6           There was a lot of extensive outreach, two  
7 meetings, one in March of this year and the other in  
8 April. As I mentioned, no work started on the study  
9 until -- at the direction of the Airport until we heard  
10 from the community.

11           Jacobs received comment cards, emails and  
12 conducted an economic impact survey. Over a hundred  
13 comment cards were received, and 21 emails were received  
14 as of the end of September. All of the comments are  
15 included in a technical Appendix H in the report.

16           The economic impact survey was sent to over  
17 200 contacts from local organizations, businesses at the  
18 airport and government. The results of this  
19 presentation will be presented to City Council, along  
20 with the results from the Airport Advisory Commission.

21           The scope of the study included six  
22 elements, which I'll go into in more detail, market  
23 analysis, environmental compliance assessment, economic  
24 impact analysis, an FIS facility siting alternatives,  
25 financial feasibility and security risk assessment.

1                   Due to the complex technical issues  
2 involved, the study team was multidisciplinary, so it  
3 included subject matter experts in many areas. Jacobs  
4 was the prime consultant. We were responsible for  
5 overall coordination and management of the project, as  
6 well as detailed facility planning, such as the size of  
7 the facility in compliance with CBP design guidelines  
8 and siting options.

9                   La Costa Consulting Group was responsible  
10 for a market analysis and the economic impact analysis,  
11 Bonterra Psomas was responsible for environmental  
12 compliance assessment, Frasca Associates was responsible  
13 for analyzing financial feasibility, and Applied  
14 Research Associates was responsible for the security  
15 risk assessment.

16                   Here are the key questions that the study  
17 answered, which I'll go into in more detail as the  
18 presentation goes forward. We were looking at technical  
19 issues such as is there demand in the market for this  
20 type of facility for international traffic that would  
21 complement domestic, what sort of environmental  
22 clearances might there be.

23                   I would note that this study is not a CEQA  
24 document and it's not an environmental impact report.  
25 Planning studies are exempt from that in CEQA. This is

1 purely a document that looks at what sort of  
2 environmental issues there might be if the Council  
3 decided to proceed.

4 We looked at what is the economic impact,  
5 will an FIS fit within the terminal complex, how much  
6 will it cost, who would pay for it, does it increase  
7 security risks.

8 As you know, the Long Beach Airport Noise  
9 Compatibility Ordinance is one of the strictest in the  
10 world. The ordinance has actually been incorporated  
11 into the Long Beach Municipal Code. It's been in  
12 existence for 21 years, consistently reaffirmed by City  
13 Council. It limits aircraft noise, not routes. In  
14 other words, it deals purely with noise, not necessarily  
15 cities that an aircraft would fly to or from.

16 The assumption, fundamental assumption, of  
17 the study is that the noise ordinance limits are a  
18 given, assumption in the study.

19 Benefit of the noise ordinance to the  
20 community is that it's self-regulating. It's a great  
21 protection to the community. It limits noise on both a  
22 continuous basis, as well as a single event basis.

23 The FAA has consistently affirmed in  
24 writing as recently as last week that an FIS will not  
25 negatively impact the City's noise ordinance. The FAA

1 has also confirmed in writing the noise ordinance is  
2 exempt from ANCA, the Airport Noise and Capacity Act of  
3 1990.

4 And it should be noted that if the City  
5 Council does not move forward, decide to move forward  
6 with the FIS, that there are two points that should be  
7 taken into consideration.

8 The FAA AIP grant assurance for competitive  
9 access, No. 39, makes competitive assess a mandatory  
10 requirement for large and medium airports. As a small  
11 hub, this is not an automatic requirement for the Long  
12 Beach Airport, but requesting airline may petition the  
13 Secretary of Transportation for a written explanation.

14 Southern California is a very, very healthy  
15 air traffic demand market. Growth of international  
16 traffic in 2015 for the Los Angeles basin was 4.2  
17 percent, almost double that of the entire United States  
18 according to Department of Transportation statistics.  
19 The growth numbers are significant, and they suggest  
20 continued growth going forward.

21 This chart here shows the forecast  
22 assumption for seats, departing seats and enplanements  
23 or departing passengers over the first five years of  
24 operation. At the end of year five, it's forecast that  
25 approximately 379,000 passengers would be arriving at

1 the facility and departing.

2 The math, if you look at the chart, if you  
3 take the top line and multiply it by 85 percent, you get  
4 the enplanements or passengers.

5 This study assumed that looking at  
6 historical slot utilization, which has been 32 and a  
7 half slots per day, or 79 percent, over the last 10  
8 years, that the unused allocation could provide capacity  
9 for international activity within the existing slot  
10 allocation forecast.

11 Six out of the 50 daily air carrier flights  
12 would occur in day one and eight out of 50 in year four,  
13 which is roughly 16 percent, and the 50 represents the  
14 41 minimum slots provided for in the ordinance plus the  
15 additional ones that were allowed last year.

16 General aviation forecast impacts actually  
17 show an improved efficiency of the air space and an  
18 incremental reduction in emissions.

19 The reason for this is without an FIS in  
20 Long Beach today, planes for general aviation fly into  
21 another airport to clear Customs and Border Protection.  
22 Then they make a second flight into Long Beach. So that  
23 would reduce the number of flights that those aircraft  
24 could fly directly into Long Beach.

25 There might be a concern that Long Beach

1 would become a 100 percent international airport. It  
2 will not. No airport in the United States is 100  
3 percent international.

4 This chart here, lot of numbers. It shows  
5 that historically in United States, using the Department  
6 of Transportation statistics, traffic across the entire  
7 United States was approximately 80 percent domestic and  
8 20 percent international. The forecasted international  
9 passengers at 16 percent are within the range of what  
10 happens nationally.

11 Long Beach is certified for U.S. passenger  
12 airlines. They provide flights nonstop to 13  
13 destinations, including seasonal service to Anchorage.  
14 Those airlines are American, Delta, JetBlue and  
15 Southwest.

16 As part of the study, we interviewed each  
17 of these airlines. The only airline that expressed an  
18 interest in international service at this time was  
19 JetBlue.

20 The other airlines stated that LAX was the  
21 focus of their international service. This was due to  
22 the size of their large capital investments there, the  
23 size of their operations there and their ability to  
24 leverage their network at Los Angeles.

25 What you'll see with the concentric rings

1 here, that the medium shade blue is the stage length or  
2 distance that an A-320 aircraft could fly. That's the  
3 primary aircraft, the only aircraft that JetBlue flies,  
4 and that distance is roughly to either Anchorage or  
5 Boston, New York City.

6 You'll see here that's the same distance  
7 also to Mexico and Central America, which are the most  
8 probable international destinations that -- within  
9 JetBlue's network.

10 The study forecasted that six to eight of  
11 the destinations would be considered likely by JetBlue.  
12 The destinations are based on the type of aircraft and  
13 facility constraints.

14 Here this shows a list of potential cities  
15 and airports that JetBlue might fly to. Of these, six  
16 to eight were considered as part of the study for a  
17 simulated flight schedule, which is the basis for sizing  
18 the FIS facility.

19 International flights must operate within  
20 the constraints of the noise ordinance, just as domestic  
21 flights do. The noise ordinance is agnostic as to  
22 whether a flight is international or domestic. It just  
23 looks purely at noise.

24 As I mentioned, there is a strong market at  
25 Long Beach for international flights to and from

1 destinations to the south in Mexico and Central America.

2 The estimated market is approximately six to eight

3 flights per day, totaling 379,000 passengers annually.

4 The product mix, really it's both domestic

5 and what I would call complementary international

6 service. The international service is a way of actually

7 strengthening domestic service.

8 The next part of the study looked at an

9 economic impact analysis. It used results from a 2016

10 tenant survey. The analysis identified economic impacts

11 of the airport and the potential contribution of an FIS

12 facility.

13 The net result of the study was that there

14 was an annual economic contribution to Long Beach and

15 its tenants before an FIS of approximately 45,000 jobs

16 and \$10.3 billion in output. That's a regional output

17 for Los Angeles and Orange counties.

18 The tool that was used was a software

19 called IMPLAN. It's widely recognized as one of the

20 best in the industry for analyzing economic impacts.

21 It's not the tool to answer the question of property

22 values, which was outside of the scope of study. To do

23 that would be a different type of study.

24 This is a graphic depiction of how the

25 IMPLAN software model works. It's called inputs and

1 outputs. On the left are direct effects of jobs, new  
2 jobs and operational expenditures. That translates with  
3 a multiplier effect on the right to indirect and induced  
4 impacts.

5 So the total impact is stated as it's the  
6 sum of direct and indirect and induced impacts to the  
7 region.

8 The existing local impact of the airport --  
9 this is before an FIS -- is that there is a direct  
10 employment of 9,000 individuals. This represents 6.4  
11 percent of employment in the entire city. And from the  
12 survey, 28 percent of the current employment at the  
13 airport are residents of the City.

14 And as I had mentioned in the beginning,  
15 the average annual wages are very high, \$9,000 higher  
16 than the rest of Los Angeles County. These are very  
17 good, high paying jobs.

18 The Airport produces 170 jobs and 50  
19 million of annual output annually. The tax impacts are  
20 also significant from existing operations, estimated 360  
21 million in state and local tax revenues. So the Airport  
22 is a very significant economic engine for the City.

23 The additional regional impact of an FIS  
24 could be summarized here. The first two impacts are  
25 bricks and mortar, construction of an FIS facility that

1 would result in 200 to 250 jobs and 31 to 38 million in  
2 one-time output. That's dependent on the actual option  
3 that's selected if the City were to decide to go  
4 forward.

5 The potential FIS facility on an ongoing  
6 basis would be approximately 350 jobs and 36.4 million  
7 in annual output.

8 The last two impacts or dot points are  
9 people. So one type of economic impact would be the  
10 amount that international travelers spend. That would  
11 be estimated to be \$104 million per year purely for the  
12 -- related to the FIS.

13 The other would be the potential economic  
14 impact of international travelers who would spend --  
15 what they would actually result in -- their spending  
16 would result in 1400 jobs and a little over 185 million  
17 in annual output.

18 This is a chart that shows some of the  
19 output of the data from the IMPLAN model. It's  
20 estimated that 30 percent of enplanements and arriving  
21 passengers would remain in Long Beach, and of that 30  
22 percent, there's a 70/30 split between leisure and  
23 business, 70 percent leisure and 30 percent business.

24 As I said before, this document is not a  
25 CEQA document or an environmental impact report.

1 Planning and feasibility studies are exempt from CEQA.  
2 If the City Council decided to proceed with an FIS,  
3 environmental clearance would require compliance with  
4 both state and federal regulations, CEQA and NEPA.

5 The study looked at the ability of the FIS  
6 to fit within the impact envelope of the 2006 terminal  
7 improvement area project EIR. Under some scenarios, the  
8 FIS facility could be accommodated.

9 The federal requirement for environmental  
10 compliance would be NEPA, the National Environmental  
11 Policy Act. It would likely be a categorical exclusion,  
12 but that would be to be determined based on the actual  
13 design.

14 The environmental compliance can't start  
15 until a project has been defined. All of our work is  
16 purely conceptual. Once a project has been defined, the  
17 appropriate type of environmental compliance would be  
18 determined.

19 CHAIRMAN HERNANDEZ: I think you could just hit  
20 the highlights of the environmental review since we  
21 don't have the specific project in front of us.

22 MR. TOMBER: Okay.

23 CHAIRMAN HERNANDEZ: Thank you.

24 MR. TOMBER: Yeah. CEQA, they look at a wide  
25 range of areas, in particular air quality, emissions,

1 noise and traffic. These are all looked at in the prior  
2 FEIR, and I would note that that -- that there was a  
3 slight modification to this slide and to this slide in  
4 terms of just the numbering of the different areas.

5 The 2006 Final EIR evaluated the impacts  
6 with what was called an optimized flight scenario of 52  
7 air carrier flights and 25 commuter flights.

8 This is a list of the functional areas that  
9 were evaluated within the prior EIR. These are the same  
10 types of functions that would be included in an FIS  
11 facility, passenger security screening, baggage security  
12 screening, aircraft parking positions. There are no new  
13 functions that would affect environmental issues.

14 This is a summary of the square footages  
15 that were evaluated previously. The EIR evaluated  
16 102,850 square feet of terminal facilities. In 2007 the  
17 City Council authorized just under 90,000 square feet.

18 The actual phase one improvements were  
19 73,769 square feet. So there are remaining terminal  
20 improvements that could fit within the envelope.

21 This next part of the study looked at, you  
22 know, would an FIS facility fit in the terminal complex.  
23 Three conceptual options were identified. The diagrams  
24 that we have are purely conceptual for illustrative  
25 purposes only. The final location and design would be

1 subject to both the City and Customs and Border  
2 Protection approval.

3 The size is based on CBP design guidelines.  
4 While it's interesting to talk about daily or annual  
5 numbers, the facilities are really sized by peak  
6 arriving aircraft.

7 In this case it was assumed that two A-320  
8 aircraft would arrive within an hour, approximately 225  
9 arriving passengers, and that size, the box for the FIS,  
10 if you will. There was no preferred option identified,  
11 but all are feasible. I'll go through them one by one.

12 This is the first option. It's roughly  
13 35,000 square feet, approximately 21.6 million in cost.  
14 That's both hard cost of construction and soft costs.

15 The way the facility works for the gates,  
16 there's an aircraft parking position No. 11, which would  
17 be decommissioned and relocated over here, and then a  
18 new aircraft parking position 12.

19 These are the two positions in this concept  
20 for arriving international passengers. They go to a  
21 sterile corridor routed into this box, which is the FIS.

22 In this box, the first step is primary  
23 inspection. People then claim their bags, then there's  
24 the secondary inspection for customs and agriculture,  
25 and then passengers are cleared and would walk down this

1 exit corridor to either the curbside or to a connecting  
2 flight in the terminal. Additional options may be  
3 considered during design if the City decided to proceed.

4 That was the north option. We have two  
5 south options identified. This is called option two, is  
6 just over 30,000 gross square feet, estimated at 17.3  
7 million.

8 In this case, aircraft parking positions 1  
9 and 2 would be used for arriving international flights.  
10 They'd use the sterile corridor here, go through this  
11 facility to the north.

12 The same steps that I previously described,  
13 primary inspection, claim bags, secondary inspection,  
14 customs and agriculture, get cleared and then go to the  
15 curb or to a connecting flight.

16 This option here is very similar to two.  
17 Aircraft parking positions 1 and 2 on the left or the  
18 south would be used for arriving flights. It repurposes  
19 the existing security checkpoint footprint, which is  
20 here in the center. So was trying to make use of the  
21 existing footprint. A new security checkpoint for  
22 passengers would be constructed to the north in that  
23 green area.

24 So those are the three options. There were  
25 no recommendations on which was best. If the City

1 decided to proceed, new ideas could be developed as part  
2 of that process. These are purely broad options to  
3 illustrate that the FIS potentially could fit within the  
4 terminal area.

5           The next part of our study dealt with  
6 financial feasibility. No City of Long Beach General  
7 Fund dollars support the Airport. No General Fund  
8 dollars or taxpayer dollars would be used to construct  
9 or operate an FIS facility.

10           Per FAA regulations, airport revenues can  
11 only be used at the airport for airport activities. And  
12 airport revenues cannot be used to pay for City services  
13 that are not related to the airport.

14           The financial feasibility subconsultant  
15 that we had developed a financial model where Long Beach  
16 Airport would commit up to \$3 million of passenger  
17 facility charges. Through an analysis, this was in a  
18 range that would keep the airport in their historically  
19 good situation with bonding agencies for financial  
20 metrics such as cost for employment, cash on hand, debt  
21 service coverage.

22           The balance and I actually say the majority  
23 of the facility capital costs would be funded directly  
24 by JetBlue Airways as the primary user of the FIS  
25 facility. This would be subject to final negotiations

1 if the City decided to proceed.

2 In the model, there would be an FIS  
3 facility charge for arriving international passengers of  
4 approximately \$13 per arriving FIS passenger in year  
5 one, and years two through ten would be \$6 per FIS  
6 arriving passenger.

7 This facility charge is in the range of  
8 comparable California airports, and as I said, the  
9 ultimate financing plan would be negotiated by all  
10 parties if the City Council decided to proceed with an  
11 FIS.

12 The net result of the financial analysis  
13 was that a potential FIS facility would be financially  
14 feasible.

15 This is a chart here that shows the fees at  
16 other airports. The three-letter codes in the left  
17 column are acronyms for airports. Top to bottom it's  
18 Long Beach, SNA is Orange County, San Diego, Oakland,  
19 Fresno and Phoenix.

20 The last part of our study looked at a  
21 security risk assessment. The study examined the  
22 potential for additional risk. The FIS would not  
23 increase risk to Long Beach Airport and the Long Beach  
24 community. Having a Customs and Border Protection  
25 facility on site actually provides deterrence,

1 additional protection.

2           The elimination of risk is seldom possible,  
3 but Long Beach currently commits significant resources  
4 to protecting the traveling public. There's actually a  
5 greater risk viewed by two nearby seaports where they do  
6 not have the ability to screen every cargo container  
7 that comes in and a land border further south in San  
8 Diego County where it's very porous.

9           CHAIRMAN HERNANDEZ: That's not very nice to say.

10          MR. TOMBER: Well, in the view of the security  
11 risk assessment consultant, his finding was that the FIS  
12 would not increase the risk, that there were relatively  
13 higher risks nearby.

14          CHAIRMAN HERNANDEZ: I understand. I understand.

15          MR. TOMBER: So regardless of new additional  
16 international service, the risk to the Airport would  
17 continue to be managed with their robust security  
18 operation.

19                 So next steps, November 15th possibly --  
20 there's a tentative date to present to the City Council.  
21 We would report to the City Council on feedback from  
22 both the community and the two meetings with  
23 Commissioners, both the Airport Advisory Commission and  
24 the Economic Development Commission.

25                 City Council would decide on whether or not

1 to proceed with the development of an FIS at Long Beach.  
2 If the Council decided to move forward with the  
3 development of an FIS, here's a list of the subsequent  
4 steps.

5 First one would be to contact CBP to  
6 request an initial site visit, review the existing  
7 infrastructure and discuss the projected workload based  
8 on the flight schedule and required services.

9 Secondly would request that the Governor of  
10 California submit a letter of support to the CBP  
11 Commissioner. Third, subject to CBP approval, negotiate  
12 a financial deal with the participating airlines.

13 Fourth, engage in facility programming  
14 design via an RFP, request for proposal process. Fifth,  
15 construct the facility. And sixth, CBP would accept the  
16 facility. They go through occupancy and commissioning.

17 So that concludes my presentation.

18 CHAIRMAN HERNANDEZ: Thank you.

19 MR. TOMBER: I'll be available for questions at  
20 the appropriate time.

21 CHAIRMAN HERNANDEZ: Thank you.

22 So again, Commissioners, as you start to  
23 queue up your questions, I'm going to start off with a  
24 few questions.

25 And if we could go back and put slide 20 on

1 the screen for a moment.

2 You talk about in your economic impact  
3 analysis that the FIS will have an economic contribution  
4 of approximately 350 jobs and 36 million in annual  
5 output.

6 Can you dive deeper into those numbers and  
7 give us a better sense of where is that economic output  
8 going to happen? Is it going to be mainly on airport  
9 footprint itself, and what is the spillover effect of  
10 this type of facility?

11 MR. TOMBER: Well, these are regional numbers. So  
12 they took inputs and fed them into the software tool  
13 IMPLAN. Those inputs came from a list of airport  
14 tenants and agencies operating at the airport on airport  
15 property. The 350 jobs represents the direct, indirect  
16 and induced numbers. It's a regional number, so --

17 CHAIRMAN HERNANDEZ: So, obviously, for this  
18 Commission, we're most concerned about what kind of job  
19 creation on an ongoing basis would this type of facility  
20 create here for our residents of Long Beach, number one.

21 Because, number two, I'm assuming that the  
22 bulk of the economic input is really going to --  
23 economic impact is going to be from the construction of  
24 the facility; correct?

25 MR. TOMBER: That's a major portion of it. Other

1 economic benefits happen through the ongoing operation.  
2 You would have additional rental car and concession  
3 sales.

4 The reason that these are stated regionally  
5 is that that's the way the IMPLAN model is set up. It  
6 doesn't get more granular than at a county level. They  
7 have over 500 market sectors, and the supply chains  
8 aren't granular enough to get to a ZIP code.

9 CHAIRMAN HERNANDEZ: Okay.

10 MR. TOMBER: This deals more with the question of  
11 -- that I think you were asking, what is the local  
12 impact --

13 CHAIRMAN HERNANDEZ: Exactly.

14 MR. TOMBER: -- to the City from the Airport,  
15 which is significant. Of the 9,000 individuals, that's  
16 almost 6 and a half percent of all the employment in the  
17 entire city.

18 CHAIRMAN HERNANDEZ: So we know the FIS would not  
19 do anything to the noise ordinance in that the airlines  
20 would still have to conduct their total amount of  
21 flights within the scope of the noise ordinance.

22 MR. TOMBER: That's correct.

23 CHAIRMAN HERNANDEZ: So within that, did you do  
24 any kind of economic analysis that compares the addition  
25 of international flights versus the continuation of an

1 all domestic airport? Is the net impact of  
2 international flights positive, and if so, how much? Or  
3 is it not that much dissimilar than being an all  
4 domestic airport?

5 MR. TOMBER: The study didn't analyze that  
6 question that you're asking. In discussions with the  
7 consultant who did that work, there would be an  
8 incremental difference.

9 The airlines in reality, they make  
10 decisions on which flights are most profitable. It's  
11 not something that the Airport or the City would have  
12 control over. And conceptually, the international  
13 service would be complementary to the domestic. It  
14 actually provides a greater assurance that that activity  
15 would remain.

16 CHAIRMAN HERNANDEZ: Explain that because that was  
17 another question I had. How do you assume that the  
18 international would benefit the domestic?

19 MR. TOMBER: Well, the airlines, they make  
20 decisions on which routes to fly based on what are the  
21 most profitable. Oftentimes, international passengers,  
22 they spend more than domestic, you know, say on  
23 services, retail at the airport. There would be  
24 additional retail, like duty free.

25 But what it does in terms of leveraging

1 their network, JetBlue flying internationally to Mexico  
2 and Central America on the West Coast would mirror what  
3 they do on the East Coast out of New York, JFK and Fort  
4 Lauderdale, but it allows them to get higher load  
5 factors on domestic flights for greater profitability.

6 CHAIRMAN HERNANDEZ: Then the last question I have  
7 I think is maybe more for staff.

8 For the 2007 terminal facility that was  
9 approved, has there ever been an economic study of the  
10 impact of the new facilities? They're terrific  
11 facilities, and every time I've used the airport, you  
12 can see the restaurant and the retail all very full.

13 Have we gotten a sense of what the net  
14 economic benefit has been from those terminals or the  
15 new terminal?

16 MR. ROMO: Mr. Chair, obviously, I'm relatively  
17 new in my role as the Airport Director, but in hearing  
18 staff right now, that's not anything that we've done  
19 yet. Great suggestion. Something we can and should  
20 look into.

21 CHAIRMAN HERNANDEZ: All right.

22 I'll open it up to other Commissioners, and  
23 I see Commissioner Larkins first. Mr. Larkins.

24 COMMISSIONER LARKINS: Thank you for your  
25 presentation.

1 I think a lot of people here -- and I grew  
2 up in a relatively, you know, tough neighborhood with  
3 flights that would roll over every 20 minutes. So I  
4 just thought that all neighborhoods were that way, you  
5 know, 'til I actually moved to another neighborhood. I  
6 said, wow, it's really quiet, where are the jets? So I  
7 know how you feel, and I understand there's a lot of  
8 emotion around this particular subject.

9 Some of my questions, you know, are related  
10 to this -- you know, some are related to the noise  
11 ordinance because I think there's a lot of confusion per  
12 se related to the noise ordinance and what all this  
13 means, and to the individuals who are going to be  
14 subject to, in their opinion -- and it may be a fact --  
15 more overflights over their house.

16 So the first question I have is related to  
17 the fact that more flights can come into Long Beach is  
18 an effect of the fact that the aircraft are becoming  
19 more noise efficient; is that correct?

20 MR. TOMBER: Well, I'll take that in two parts.  
21 The second statement with aircraft becoming more  
22 efficient and generating less noise is absolutely true.  
23 The noise footprints over time, if you look at them  
24 since the noise ordinance was enacted, they've shrunk  
25 based on better technology for aircraft.

1           But as far as more flights, that's all  
2 self-regulating by the noise ordinance. There are not  
3 necessarily more flights coming in because of an FIS  
4 facility.

5           There's capacity within the authorization  
6 of the noise ordinance to allow both the domestic and  
7 the incremental international flights as of the start of  
8 the study, which the latest date available --

9           COMMISSIONER LARKINS: My question is more related  
10 to what the overall net impact is. The noise ordinance  
11 is a safeguard that the City developed many years ago to  
12 protect the community with respect to noise.

13           Over the last few years, because of the  
14 aircraft being less noisy, for lack of a better word,  
15 you can now have more aircraft fly over the city and not  
16 violate the noise ordinance; correct?

17           MR. ROMO: Let me try this at a staff level, and  
18 if it gets too technical, I'll turn it over to the City  
19 Attorney.

20           So keep in mind that the noise ordinance is  
21 of paramount importance. In fact, it was something I  
22 wanted to make sure that it was very clear to the  
23 audience and the Commission that independent of the  
24 existence of an FIS, the noise ordinance controls the  
25 number of flights that can come in on a daily basis,

1 when those flights can operate.

2 And then, of course, a companion piece is  
3 the noise budgets that we have for the various  
4 categories, one including air carrier.

5 Currently -- and this is based upon the  
6 analysis that was done last year that allowed for nine  
7 supplemental slots to be awarded. Those are  
8 supplemental slots that are on top of the 41 permanent  
9 slots that was part of the agreement.

10 Depending on how the Airport and its users  
11 manages that allocation of noise, that number of 50, if  
12 it's not managed well, if it exceeds those limits, could  
13 at some point in the future result in the removal of  
14 some of those supplemental slots.

15 So with an FIS, with international  
16 destinations that are contemplated if we get an FIS,  
17 that's -- you know, whether they're domestic flights or  
18 international flights, we have to live within the  
19 constraints of the noise budget which speaks to those  
20 issues.

21 So I'll probably leave it at that because  
22 I'm not a lawyer.

23 COMMISSIONER LARKINS: And if I understand you  
24 correctly, based upon that, we are below the allocated  
25 flights, including the supplemental flights that we

1 could have current.

2 MR. ROMO: No. We are -- we've -- as of last  
3 year, the analysis was done last year, but the slots  
4 were awarded, I believe, earlier this year in March, and  
5 they were allocated based on requests that came in from  
6 a number of carriers, including Southwest.

7 So we are currently at the current  
8 permissible level of daily flights is 50 maximum. We  
9 don't have 50 flights a day each day. Some days we get  
10 close to it, and depending on flight schedules, we could  
11 get up to, but we cannot exceed the 50 per day in the  
12 air carrier class.

13 COMMISSIONER LARKINS: So if I understand you  
14 correctly, this facility will not impact the number of  
15 flights that -- increase the number of flights that are  
16 authorized to come in to the city based upon  
17 requirements of the noise ordinance.

18 MR. ROMO: That's correct. And said another way,  
19 just to put a finer point on it, how a carrier would  
20 find capacity, assuming that all slots were fully  
21 subscribed, everybody -- let's say theoretically that  
22 everyone is using all 50 of the slots.

23 If a carrier wants to introduce a new  
24 destination, wherever it might be, domestic or in this  
25 case international, they would have to look at adjusting

1 frequencies or perhaps adjusting destinations that they  
2 serve in order to fit it into the scheme or schematic of  
3 what this is. Again, they cannot -- in aggregate cannot  
4 exceed the 50 slots per day.

5 COMMISSIONER LARKINS: Okay. The next question I  
6 have is regarding non-commercial flights, private  
7 aircraft. Does the noise ordinance impact or have any  
8 influence on private large aircraft that might be flying  
9 into the facility?

10 MR. ROMO: Yes.

11 COMMISSIONER LARKINS: So that's under the  
12 guidance, as well?

13 MR. ROMO: Yes.

14 COMMISSIONER LARKINS: Great.

15 As far as economic growth, international  
16 flights coming into Long Beach, have you found in some  
17 of these other locations -- maybe this is for you.

18 Have you found in these other locations  
19 that businesses that are located in South America and  
20 other areas would locate facilities or headquarters in  
21 the area that had international flights as far as  
22 impacting the kinds of jobs we have here?

23 MR. TOMBER: Yes. That was referenced in the  
24 report, that having the ability to clear those types of  
25 aircraft from the international at Long Beach would be a

1 definite benefit to businesses, would attract --  
2 potentially attract business, and it would be a great  
3 service to those businesses rather than having to clear  
4 customs at a different airport and fly into Long Beach  
5 as a second flight.

6 COMMISSIONER LARKINS: That's all the questions I  
7 have. Thank you.

8 MR. TOMBER: Thank you.

9 CHAIRMAN HERNANDEZ: Commissioner Molina, followed  
10 by Commissioner Cohn.

11 COMMISSIONER MOLINA: Thanks, Dave.

12 First I want to thank you for presenting a  
13 lot of data in an interesting way, in slides that I can  
14 read, which I very much appreciate.

15 This is just a matter of clarification on  
16 the economic impact. I think I'm referring to slides 19  
17 and 20, and I think what I'm reading is on 19 we're  
18 talking about the existing jobs at the airport.

19 MR. TOMBER: That's correct, yes.

20 COMMISSIONER MOLINA: So 170 jobs and 50 million  
21 in annual impact output.

22 And then on slide 20, those jobs, an  
23 additional 350 jobs and 36.4 million?

24 MR. TOMBER: Right. And those are expressed as a  
25 regional output again for Los Angeles and Orange County

1 just because that's the granularity in the software.

2 COMMISSIONER MOLINA: I understand.

3 So 19 would be actual Long Beach jobs?

4 MR. TOMBER: Yes.

5 COMMISSIONER MOLINA: And actual Long Beach  
6 output?

7 MR. TOMBER: Today before an FIS.

8 COMMISSIONER MOLINA: Got it.

9 And the numbers would be a prediction?

10 MR. TOMBER: A prediction or forecast purely  
11 related to the FIS facility --

12 COMMISSIONER MOLINA: Right.

13 MR. TOMBER: -- if it were to be constructed.

14 COMMISSIONER MOLINA: And regional?

15 MR. TOMBER: In regional numbers, yes.

16 COMMISSIONER MOLINA: Impact. Okay.

17 And then I think the other questions  
18 already got answered. Okay. Thank you.

19 CHAIRMAN HERNANDEZ: Commissioner Cohn.

20 COMMISSIONER COHN: Yes. Thank you.

21 So we're on a big information  
22 hunting/gathering mission for this Commission, so I'd  
23 like to ask questions that help me understand the big  
24 picture, and we can drill down to our mission. So I  
25 have a few questions for you.

1                   So JetBlue was the only one of the four  
2 current carriers that expressed any interest in flying  
3 international flights?

4                   MR. TOMBER: Yeah, that's correct. As part of  
5 this study, we conducted interviews with each of the  
6 four airlines. At the time of the interview, JetBlue  
7 was the only one who expressed an interest in  
8 international service.

9                   COMMISSIONER COHN: So it's just a what-if  
10 scenario. Given the volatility of the industry or  
11 changes within JetBlue's model, what do we do with the  
12 20 million facility that's built if they decide we're  
13 not going to do international, something happens to  
14 JetBlue, they pull out, what happens with the facility  
15 itself?

16                   MR. TOMBER: Well, that's a great question. There  
17 are two types of risks. One might happen during  
18 construction. The guarantee there is that as part of  
19 the construction process, there would be payment and  
20 performance bonds that would guarantee the facility  
21 would get built.

22                   And then subsequent to that, during  
23 operation, the ways to mitigate the risk would be  
24 subject to negotiating the business deal between the  
25 City and JetBlue.

1                   There are different ways they could  
2 mitigate that risk in terms of bonds that could be put  
3 up to guarantee the performance.

4                   COMMISSIONER COHN: Thank you.

5                   And just to touch on what Walter had said,  
6 that if JetBlue was flying or adding into its quotient  
7 of flights the international, in summer months when one  
8 gets peak, would they drop domestic flights and add more  
9 international? Do you have any way of knowing?

10                  MR. TOMBER: There's no way of knowing that. Each  
11 airline makes their own individual business decisions  
12 based on what was profitable. They might not drop the  
13 city, as the Airport Director said. They might change  
14 the number of days that they fly to a city in order to  
15 stay within the constraints of the noise ordinance.

16                  Actually, just to follow on to your  
17 original question, in the financial model, if an airline  
18 like JetBlue put up the majority of the money, they'd  
19 have a vested interest in terms of not backing away  
20 easily.

21                  COMMISSIONER COHN: Understood.

22                  I'm just also thinking how that translates  
23 to the tourism, let's say, and into the financial impact  
24 of folks just coming to Long Beach to fly out of or  
25 flying here or staying here. So that's part of the

1 measure that I was trying to gauge with.

2 Well, there are benefits, obviously. Are  
3 there potential risks with this, with the facility  
4 itself?

5 MR. TOMBER: Well, there are always risks. Some  
6 of those, you mentioned two of the biggest risks. You  
7 know, what if JetBlue backed out, what would happen  
8 during construction, what would happen after  
9 construction.

10 Those can be mitigated by performance and  
11 payment bonds and negotiation of a deal that protects  
12 the City.

13 COMMISSIONER COHN: And this report is just  
14 strictly just on the facility. Maybe staff can tell me  
15 will there be any further studies regarding any impacts  
16 to neighborhoods?

17 And I ask that only because from this  
18 Commission and in our previous session, we're talking,  
19 again, that big map, 50 square miles and how we're going  
20 to try to nurture and develop the entire city.

21 So just I'm looking at this one piece, the  
22 pros and cons.

23 CHAIRMAN HERNANDEZ: I'll let staff answer that,  
24 but I think, again, some of those questions would be  
25 answered if and when a specific project comes to the

1 Council and they have to do an EIR.

2 But, Mr. Romo, you want to comment further?

3 MR. ROMO: No, that's correct. But if you could  
4 put a little bit of a finer point on the question or the  
5 concern regarding immigrants. I didn't quite follow  
6 what the concern is.

7 CHAIRMAN HERNANDEZ: I think it was just on the  
8 potential negative impacts to the community should a  
9 facility like this get established and when would that  
10 be studied as part of a Council review of the specific  
11 project.

12 MR. ROMO: I would have to believe that it would  
13 be, yes.

14 CHAIRMAN HERNANDEZ: Blair, further questions?

15 COMMISSIONER COHN: No. That's it for me right  
16 now. Thank you.

17 CHAIRMAN HERNANDEZ: Commissioner Bauer.

18 COMMISSIONER BAUER: I want to follow up on the  
19 tourism thing.

20 So do we know how many people Long Beach is  
21 their final destination flying into Long Beach Airport,  
22 like, people are coming here for a convention, people  
23 are coming to see the Queen Mary, whatever it might be,  
24 see their family? Do we have those numbers?

25 MR. TOMBER: The statistics that were used in the

1 economic impact analysis estimated that 30 percent of  
2 the passengers arriving or departing would remain in  
3 Long Beach, and then there was a further split.

4 Of that 30 percent, that 70 percent were  
5 business and 30 percent -- or 70 percent were leisure  
6 and 30 percent business passengers. There's a variation  
7 how much money they might spend.

8 COMMISSIONER BAUER: I'm guessing that's in here  
9 and I just haven't gotten to it yet, but I guess I'm  
10 curious in this impact analysis, was that looked at,  
11 like how that number would be affected?

12 You know, I fly on -- I'm in the airport  
13 six times a month basically, so I'm one of those people  
14 using it, this is my final destination.

15 So am I just, like, qualitatively, am I  
16 going to lose the benefit of that airport to me as a  
17 resident? And then I'm doing that for business. So  
18 that would then impact my business, as well, I guess.

19 So there's the qualitative example, and I  
20 guess the question more simply is did we look at the  
21 impact it would have on final destination folks, if that  
22 makes sense.

23 MR. TOMBER: Only with the statistics that I  
24 mentioned that --

25 COMMISSIONER BAUER: Okay.

1 MR. TOMBER: -- that 30 percent of the passengers  
2 arriving and departing would remain at Long Beach.

3 COMMISSIONER BAUER: And do we know what  
4 percentage of flights JetBlue is interested in turning  
5 into international, sort of what I would term  
6 pass-through flights at this point?

7 MR. TOMBER: The simulated flight schedule that  
8 was developed in the study assumed that initially that  
9 there would be six daily international flights on  
10 average and ultimately eight after a ramp-up period of  
11 five years.

12 COMMISSIONER BAUER: That's a big chunk. That's,  
13 like, a third of their flights.

14 MR. TOMBER: It's approximately -- well, it's 16  
15 percent of the total flights.

16 COMMISSIONER BAUER: Out of the airport. All  
17 right.

18 MR. TOMBER: Yeah.

19 COMMISSIONER BAUER: And then also in the budgets  
20 here for building the facility, et cetera, I don't see  
21 -- and this is I'm showing my ignorance about budgeting  
22 at the airport, but I don't see any line items for noise  
23 abatement for any of these build-outs.

24 Was that considered? Am I just being  
25 ignorant and that wouldn't be considered at all? Seems

1 to me that that would be a consideration.

2 Am I right or wrong?

3 MR. TOMBER: That was not within the scope of the  
4 study.

5 COMMISSIONER BAUER: I mean, does the Airport  
6 typically when we're putting together projects out there  
7 consider that, like additional noise abatement?

8 MR. ROMO: Are you speaking about noise abatement  
9 during construction so --

10 COMMISSIONER BAUER: No. I fly out of John Wayne  
11 all the time, too; right? Those airplanes take off,  
12 like, vertical right up and down, and they don't do that  
13 out of Long Beach, and maybe there's some reason why  
14 it's the case that it's not as up and down. Like,  
15 Gatwick Airport, similarly you're in and out, and you  
16 kind of lose your lunch. And they don't really do that  
17 at Long Beach.

18 When I'm talking about noise abatement,  
19 here we are potentially adding to noise even though  
20 we're not, but there's potential that that schedule will  
21 become much more full if these international flights are  
22 added. Like, they'll fill in the little slots that  
23 don't make it up to 50.

24 So it seems to me that we should maybe cost  
25 in noise abatement for our residents, maybe discovery on

1 other ways in which we can reduce noise at the airport  
2 when we're going to projects.

3 And that's my last question.

4 MR. TOMBER: That was not part of the study. I  
5 would have to defer to staff.

6 MR. ROMO: And I would just say that as it relates  
7 to departure procedures, the airports are very  
8 different. They vary. And John Wayne is a very extreme  
9 example of the departure that you're speaking about.

10 Since we don't know, again, should this  
11 project move ahead and should there be international  
12 flights, we don't know which ones may be short haul,  
13 meaning between Long Beach and Baja California, Cabo San  
14 Lucas or Puerto Vallarta, which would be really not --  
15 if you compare the stage length to other flights here or  
16 even going out as far as Boston or JFK, it does not  
17 require any kind of extraordinary departure procedure  
18 other than what they do now.

19 So to answer your question, I don't see  
20 departure procedures being affected by international  
21 service based on the contemplated destinations that  
22 could be flown out of Long Beach.

23 COMMISSIONER BAUER: Thank you.

24 CHAIRMAN HERNANDEZ: Commissioner Colonna, then  
25 Commissioner Allen.

1 COMMISSIONER COLONNA: Thank you.

2 I thought that was a very good presentation  
3 that you gave, quite thorough based on where we're at  
4 with this. I just have kind of a little bit of a  
5 clarification issue that I'm trying to get a better  
6 handle on.

7 The noise bucket that we have in Long Beach  
8 is directly related to the -- basically, to the use of  
9 the terminal by the aircraft. In other words, when we  
10 had the C-17 production line, those aircraft that were  
11 flying in and out, the new C-17's, they were not  
12 considered part of the noise bucket, I don't believe.

13 MR. TOMBER: Well, there were five categories  
14 defined in the noise budget, air carrier, commuter,  
15 general aviation, charter and industrial.

16 I think maybe that might be a question for  
17 the City Attorney to speak to in more detail.

18 COMMISSIONER COLONNA: And adding to that, for  
19 example, we have Boeing 717 project that was there, we  
20 have the C-17, we have Gulfstream, we have all these  
21 other facilities that are operating in and out of the  
22 airport, private, commercial, charter jets that come in  
23 and out, but they don't basically use the terminal,  
24 which is where we're talking about our commercial  
25 aircraft.

1                   So I guess my point is there is more --  
2                   there's more aircraft activity than just what we're  
3                   dealing with here at this terminal.

4                   MR. TOMBER:   That's correct, yes.

5                   COMMISSIONER COLONNA:   Okay.   And, Mike, then  
6                   there's more noise generally, generally generated.   And  
7                   if, for example, Gulfstream wanted to add more lines,  
8                   that we couldn't -- they don't fall under the noise  
9                   ordinance; correct?   Or do they?

10                  MR. ROMO:   They do.   They fall under the category  
11                  of general aviation.   So each of the five categories has  
12                  an allotment of what it's budgeted for in terms of the  
13                  noise that it's allowed in each of those categories.

14                  So yes, they actually are subject to  
15                  limitations set forth in the ordinance.

16                  COMMISSIONER COLONNA:   Okay.   All right.   Thank  
17                  you.   I appreciate that.   Because my concern was we  
18                  always are talking about the number of commercial  
19                  flights and the slots at the airport.   That seems to  
20                  always be the point of contention, at least from the  
21                  years I was serving on the Council.

22                  My other question, which I think is kind of  
23                  interesting, is the international flight issue has  
24                  always been something that had been talked about for  
25                  years, and Commissioner Cohn brought up about the

1 JetBlue, but we also have American Airlines that does  
2 fly into Mexico from Los Angeles.

3 These other carriers actually, to the best  
4 of my knowledge, or all but maybe one conduct  
5 international activity, not just JetBlue, but JetBlue  
6 wants the terminal, customs facility at this point.

7 So the possibility could be real that if  
8 JetBlue said, well, you know, this isn't working out  
9 very well for us, but we're still going to fly domestic,  
10 that the other airlines could step in and establish a  
11 position at the international terminal operations if  
12 that were the case, or the customs facility.

13 MR. TOMBER: They would be able to use the FIS.  
14 It wouldn't be the exclusive use of JetBlue. In our  
15 surveys, the other three airlines mentioned that the  
16 focus of their international activity was all at LAX.  
17 They're making very, very large capital investments  
18 there, Southwest at terminal one, Delta at terminal  
19 three, American at terminal four.

20 They have large capital investments,  
21 hundreds of millions of dollars in redeveloping their  
22 facilities, and they leverage their network on a larger  
23 scale there between international and domestic just like  
24 JetBlue might do here that helps them become more  
25 profitable, you know, on their routes.

1                   If one of those airlines decided to operate  
2 internationally at Long Beach, they simply wouldn't have  
3 the network to be able to leverage.

4                   COMMISSIONER COLONNA: I see.

5                   Well, from all the trips that I've taken  
6 both out of LAX and LGB, our airport, if people had a  
7 chance, they would much rather fly out of Long Beach  
8 Airport than Los Angeles International. I can guarantee  
9 you that because I was there last week, and LAX is  
10 miserable when you're trying to get in and out of there.

11                   And no matter what they try to do, they  
12 still have this basic footprint that doesn't seem to  
13 want to change even though the terminals are getting  
14 better. So it will be interesting to see how this then  
15 all kind of shakes out.

16                   So then if the -- when the Council gets  
17 this -- or maybe this is a staff question.

18                   When the Council gets this in mid November,  
19 are they going to be voting to move forward with this,  
20 or are they going to continue to have additional  
21 hearings and studies prior to making a vote on this? Is  
22 it coming up for a vote?

23                   MR. ROMO: I believe that's yet to be determined.

24                   COMMISSIONER COLONNA: Oh. So they haven't had --  
25 have they had the study session?

1 CHAIRMAN HERNANDEZ: No, they have not.

2 COMMISSIONER COLONNA: All right. Very good.

3 Thank you very much.

4 CHAIRMAN HERNANDEZ: So Commissioner Allen, and  
5 then I'm going to Vice Chair Blair, and then I'm going  
6 to open up for public comment.

7 And Commissioners, remember, we'll come  
8 back for additional comment after public comment.

9 Commissioner Allen.

10 COMMISSIONER ALLEN: I'm breaking my mike,  
11 Michelle, like earlier.

12 All right. As 10 percent of the current  
13 hotel rooms in downtown Long Beach are occupied by crew,  
14 airline crew, was there any part of the study that  
15 looked at the additional crew rooms that would be  
16 brought into the market with international flights? Do  
17 you know if that was included at all in the study?

18 MR. TOMBER: It was not specific enough to the  
19 number of hotel rooms. There's raw data that could be  
20 provided that might be able to answer that question, but  
21 that wasn't within the scope of the study.

22 COMMISSIONER ALLEN: All right. Do you know if as  
23 part of the economic impact if you looked at -- it's  
24 very common for convention planners to look at area  
25 airports and their flight destinations to determine

1 potential locations for international conventions.

2 Was this taken into account when you looked  
3 at the economic impact based on the increase of number  
4 of conventions that Long Beach could now host with an  
5 international terminal and also what this impact would  
6 be on the City?

7 MR. TOMBER: Yes. It was taken into account  
8 through the survey that we distributed. It also went to  
9 the convention and business visitors bureau.

10 COMMISSIONER ALLEN: Okay. And my third question  
11 and final question is just about what type of businesses  
12 -- you mentioned something. You said you'll have a duty  
13 free shop or there are some businesses that would pop up  
14 in conjunction with a customs facility.

15 But are there at other international  
16 terminals or customs facilities specifically, are there  
17 types of businesses that tend to develop or pop up  
18 around those airports because they have a customs  
19 facility there?

20 MR. TOMBER: They are generally the same as the  
21 types of businesses that support the domestic routes,  
22 same types of businesses. The increase to business at  
23 the airport from concession sales. There would be  
24 increased spend for the concessions that are there  
25 today, plus duty free, increased spend for parking and

1 rental car.

2 But the businesses that are part of that  
3 supply chain that support the FIS are generally the same  
4 that support domestic air service.

5 COMMISSIONER ALLEN: Great. Thank you.

6 CHAIRMAN HERNANDEZ: Thank you.

7 Vice Chair Blair.

8 COMMISSIONER BLAIR: Thank you for the report. It  
9 was very complete, and I think I -- we still have  
10 questions, but it looks like there were a lot of points  
11 that were covered throughout the presentation.

12 So I have a question from page 17. It's  
13 similar to what Commissioner Molina had talked about  
14 relative to jobs, and we talked about in here it says  
15 approximately 45,000 jobs, and that's regionally.

16 Can you tell us a little bit more about are  
17 these new jobs over a period of time, or are these  
18 additional jobs over and above the present jobs so that  
19 regionally we're looking at 45,000?

20 MR. TOMBER: That's today based on the existing  
21 inputs that went into the model. The 45,000 jobs are  
22 direct, indirect and induced, and it's across both  
23 Orange County and Los Angeles County.

24 COMMISSIONER BLAIR: Okay.

25 MR. TOMBER: So that's based on the current

1 activity at the airport. As part of the study, we sent  
2 out a survey that asked the businesses for number of  
3 employees they had, gross salary, future plans in the  
4 near term, and that's what generated from this chart.

5 You take all those inputs on the left, and  
6 it generates it on the right.

7 COMMISSIONER BLAIR: I had no idea that it was  
8 such an economic generator for the City even currently.

9 MR. TOMBER: It's huge.

10 COMMISSIONER BLAIR: It's huge, yeah.

11 So then further, it occurred to me when I'm  
12 reading, you're talking about the airport slots. So  
13 there's 80 percent that are taken now, and there's 20  
14 percent that are currently vacant.

15 So it would seem that maybe the reason the  
16 international flights -- we've talked about it, but  
17 maybe before -- I'm sure that the airlines have thought  
18 about it, but maybe the reason why it's coming about now  
19 is because there is so much competition for domestic  
20 flights, and as the prices are reduced, I think maybe  
21 the airlines might be looking for another opportunity in  
22 order to fill those slots because it costs them money  
23 just to have those vacant.

24 So I don't know, but I would think that  
25 that might be one reason why we would have an

1 international. But then to go international 100  
2 percent, it says here in one of your pages that they  
3 can't -- I don't know if it says they cannot do that,  
4 but it says they will not do that.

5 But it doesn't seem economically feasible  
6 for them either. The combination is what seems to work  
7 for the competitiveness of the airlines, it would seem  
8 to me.

9 MR. TOMBER: Yeah, that's spot on. Said another  
10 way, it's domestic plus complementary international that  
11 strengthens the domestic.

12 COMMISSIONER BLAIR: Thank you.

13 MR. TOMBER: And the airlines make decisions on  
14 what routes are most profitable.

15 CHAIRMAN HERNANDEZ: Thank you very much. That's  
16 been very good information.

17 So I'm going to go ahead and ask the public  
18 to start queueing up for their comments.

19 And then staff, once we've heard from the  
20 public, I'm going to turn to you, Mr. Romo, and ask if  
21 there's any additional insights or commentary that came  
22 out of the Airport Commission that the Economic  
23 Development Commission should be aware of. And then  
24 we'll have additional discussion with the Commission,  
25 and then we'll close out the meeting.

1           So if you want to go ahead and line up for  
2 your public comment. And a reminder that each  
3 individual will have an opportunity to speak for three  
4 minutes. And again, know that any questions that are  
5 asked will not be responded to by the Commission. Staff  
6 will take notes and respond in writing.

7           Sir, please. And again, we'll need -- if  
8 you'll announce your name and spell it for the court  
9 reporter, please.

10           MR. JOY: My name is Bob Joy. Last name is J-o-y.

11           It's critical that everyone here be aware  
12 of the true risk that an FIS facility represents. Our  
13 noise ordinance exists as an exemption to the ANCA  
14 standard that applies to almost every other airport in  
15 the country.

16           If our noise ordinance falls, we revert to  
17 the Airport Noise and Compatibility Act, or ANCA, which  
18 allows unlimited flights 24/7 with no noise  
19 restrictions. Our airport never -- no airport has ever  
20 successfully imposed a noise restriction since ANCA was  
21 enacted.

22           The FAA states that an ordinance can be  
23 challenged in court by any party that contends that the  
24 ordinance discriminates against them or creates an  
25 unreasonable burden on interstate or foreign commerce.

1           The FAA has reminded us in writing in 2003,  
2   2015 and as late as last week that any air carrier is  
3   free to challenge our ordinance by filing a complaint  
4   and that the FAA reserves the right to review the  
5   complaint and the consistency of the noise ordinance  
6   with federal law, meaning ANCA.

7           By definition, our ordinance is not  
8   compliant with federal law because it is an exemption to  
9   that law. Our ordinance is likely to fall if  
10  challenged.

11           All this means that our most critical issue  
12  is whether or not the FIS facility is likely to enable  
13  enough additional business to justify a challenge to our  
14  ordinance by a JetBlue competitor.

15           The job study predicts that an increase in  
16  international traffic to eight flights per day in Long  
17  Beach over a four-year period following FIS installation  
18  and that it won't grow beyond that and, therefore, the  
19  FIS will not enable a challenge to ordinance.

20           But if we look carefully at the report, it  
21  contradicts that conclusion with the following  
22  statements. All of these are quotes from the report.

23           Number one, it is reasonable to assume  
24  continued international growth in the Southern  
25  California market. Number two, JetBlue pricing and

1 capacity has stimulated passenger growth between 12 and  
2 125 percent in other international markets they have  
3 entered. Number three, is it reasonable to assume  
4 continued international growth to the LA basin and an  
5 FIS facility in Long Beach would command fair share of  
6 the markets offered.

7 Number four, the market analysis identified  
8 pent-up demand for many international markets to Long  
9 Beach. Number five -- please listen carefully -- the  
10 international forecast was constrained to estimate  
11 potential markets within the 50 commercial slots  
12 available.

13 This last statement is an admission that  
14 data was used to forecast international flight demand  
15 was altered to make it appear that demand does not exist  
16 that would justify increasing the 50 flight slots in  
17 Long Beach.

18 This explains the mysterious leveling off  
19 of flight demand after four years of growth --

20 CHAIRMAN HERNANDEZ: Please wrap up.

21 MR. JOY: -- and is a distortion of that fact.

22 Jacobs has an obligation to resubmit the  
23 market analysis without the altered data that they admit  
24 it now contains.

25 CHAIRMAN HERNANDEZ: Sir, please wrap up.

1 MR. JOY: I'm done.

2 CHAIRMAN HERNANDEZ: Thank you.

3 And again, we'd ask the public, so that  
4 everybody has an opportunity to speak, to be aware of  
5 the clock behind me.

6 Sir.

7 MR. FOX: Good evening. Thank you. My name is  
8 Lloyd Fox. F-o-x is how it's spelled.

9 According to the report, the cost of the  
10 FIS facility will take \$3 million of Long Beach bond  
11 funds. And question is, and this was kind of brought up  
12 before, about the economics of the industry, the  
13 economics also and the financial stability of JetBlue is  
14 that I understand that this \$3 million would be repaid  
15 from enplanements, they call, which means fees paid by  
16 flyers, by flying passengers.

17 But what happens if the demand is not  
18 there? What happens if the fees are inadequate? How is  
19 the \$3 million that is proposed in Jacobs' analysis to  
20 be repaid to LGB? There's no answer to that, and I  
21 think that's a serious question.

22 Another statement. Since all of these  
23 assumptions rely on JetBlue as the carrier because every  
24 other carrier, as stated before, has said we're in LAX,  
25 that's where we're focusing our activity.

1 Does JetBlue agree with the projected  
2 ramp-up of the international flights, in the first year  
3 six right off the bat and then later years. That's  
4 another question of mine.

5 A question was asked about whether the  
6 projections of the international passengers in various  
7 years are based on year-round operations. Given the  
8 fact that many of the destinations that are being talked  
9 about in the feasibility study are tourist destinations,  
10 seems to me the seasonality obviously was not taken into  
11 account.

12 There's also a statement about the market  
13 analysis including a network evaluation of current LGB  
14 carriers, select carriers not currently active in LGB  
15 and international carriers that may look to LGB as a  
16 gateway. I would submit that that statement has no  
17 basis in fact whatsoever.

18 It seems to me that a lot of the data that  
19 is presented in the feasibility study is presented as  
20 fact when they are just really assumptions and they are  
21 not based on fact at all.

22 Whenever a negative implication is  
23 mentioned in the study, the words "speculative" are  
24 used, and I want to say that I think that is  
25 mischaracterization of the data that they are

1 presenting.

2 I would also say that since nine additional  
3 slots have been allocated to various carriers, JetBlue,  
4 seems to me, is going to have to reduce its domestic  
5 capabilities in order to accommodate six flights a day  
6 going out of LGB.

7 So for those of us that are concerned about  
8 JetBlue's current attention to the domestic market, I  
9 think that this is a note of concern that everyone  
10 should have.

11 Thank you very much.

12 CHAIRMAN HERNANDEZ: Thank you very much.

13 Next speaker, please.

14 MR. LAMB: Good evening, Commissioners. My name  
15 is Rob Lamb, and I'm Senior Vice President of Government  
16 Affairs for JetBlue Airways, 4400 Donald Douglas Drive  
17 at the airport.

18 CHAIRMAN HERNANDEZ: Welcome.

19 MR. LAMB: Thank you very much for holding this  
20 session, and congratulations to the City for the report  
21 that Jacobs has produced. Welcome to Airport Director  
22 Romo. Look forward to working with you over the years  
23 to come.

24 I'm here tonight briefly -- I hope to give  
25 you back some of your time -- on behalf of our 700 plus

1 crew members based at Long Beach Airport, our 20,000 --  
2 nearly 20,000 crew members based across our 97 cities,  
3 soon to be 100 when we start Havana later in November,  
4 and our 35 million customers who have come to enjoy  
5 JetBlue service not just domestically, but as you heard  
6 from the Jacobs study, on the east coast anyway,  
7 internationally, about a third of our route network is  
8 international. We hope to replicate the success of that  
9 network here on a much, much smaller scale.

10 Key tonight that hasn't been brought up, I  
11 just wanted to emphasize, is this is a small project.  
12 It's a small project in its physical size. It's a small  
13 project in its actual cost. It's a small project,  
14 details to be worked out, on the expenditures by the  
15 City versus JetBlue.

16 But it's a big project as far as its  
17 economic impact. I think the Jacobs study has laid that  
18 out very clearly and answered some of your questions.  
19 You heard some details about that.

20 This will go far beyond concessions at the  
21 airport. It will have a great economic impact at the  
22 airport. President Obama's travel and tourism advisory  
23 committee has shown there's a disproportionate spend per  
24 passenger -- we call them customers -- from  
25 international customers visiting the U.S. than domestic

1 customers traveling within the U.S.

2 That will spread throughout the City, and  
3 certainly it's reflected in the numbers you saw at the  
4 County level. It, in addition, will guarantee the  
5 keeping of and increasing of JetBlue jobs, and that's  
6 significant for the City and something we're very  
7 concerned about.

8 And finally, I just would close by saying  
9 JetBlue has a proven record here in the City of being a  
10 hundred percent committed to the City's noise ordinance.  
11 We fly out flights in adherence to the noise ordinance.  
12 We have defended the noise ordinance, and we do not want  
13 to see the noise ordinance changed.

14 We were thrilled last week when the FAA's  
15 chief counsel sent the City Attorney's office a letter  
16 stating that this project had no nexus to the  
17 continuation of the noise ordinance.

18 Thank you.

19 CHAIRMAN HERNANDEZ: Thank you, Mr. Lamb. And  
20 again, as a Commission that's most concerned about  
21 creating jobs in this community, we thank JetBlue for  
22 its current investment.

23 MR. LAMB: Thanks very much.

24 CHAIRMAN HERNANDEZ: Next speaker, please

25 MR. DELATORRE: John Delatorre, 4465 Cerritos

1 Avenue. Last name is D-e-l-a-t-o-r-r-e.

2 Commissioners, thank you for giving us this  
3 opportunity to speak. I think you all asked a lot of  
4 very good questions, and I think really when you look at  
5 it and it really comes down to it is is this going to  
6 have a huge economic impact on the City of Long Beach as  
7 a whole.

8 Let's not look at the Airport. Let's not  
9 look at the region. Let's look at the City of Long  
10 Beach as a whole. The answer is no. Even in the Frasca  
11 statement for 2013, which I think is part of the Jacobs,  
12 it says that it will be very minimal.

13 Mr. Lamb talks about how international  
14 people bring in more money. In that same study, it  
15 talks about how really these are just going to be people  
16 passing through. They won't be staying in Long Beach.  
17 They're going to come through some other city to  
18 Arizona, Long Beach and then off to, let's say, Mexico  
19 and then returning. No impact for the City of Long  
20 Beach as a whole.

21 So some of the key other things that I  
22 noted in there that they really didn't look at is if  
23 JetBlue would do it and the others, what is the cost or  
24 really the benefit if they increased all their domestic  
25 and maximized flights versus trying to bring in

1 international.

2 I don't see how they're -- and it's not  
3 really explained -- how international brings in more  
4 money than domestic flights. If we just go ahead and  
5 bring and utilize all those domestic, it should roughly  
6 be the same amount and would probably be most likely  
7 impacting City of Long Beach as a whole.

8 I think, just as I said, if we really look  
9 at this project, doesn't bring money into the City of  
10 Long Beach as a whole. You guys have a lot to look at.  
11 I think Blair brought that up.

12 There's a lot of great community  
13 organizations, such as the Bixby Knolls Improvement  
14 Association, Retro Row, the arts district. Those are  
15 the types of things that are going to really help impact  
16 and bring people to the City of Long Beach, not an  
17 international airport.

18 You brought up international conventions,  
19 Commissioner Allen. If you look at it, the LA  
20 Convention Center and Anaheim Convention Center are  
21 pretty much the same distance from those two respective  
22 airports, international, as the City of Long Beach.

23 So I don't see how having an international  
24 airport is really going to be driving that much more  
25 convention business for international because really

1 kind of the same distance that's already there from the  
2 other ones.

3 And just want to say thank you.

4 CHAIRMAN HERNANDEZ: Thank you for your comments.

5 MR. RAIKLEN: Hi. Good evening. My name is David  
6 Raiklen, R-a-i-k-l-e-n, and I'm a resident of Long Beach  
7 and business owner.

8 I am directly impacted by the current  
9 increase in noise because of the adjustment of the noise  
10 bucket. What I do involves keeping a quiet environment  
11 because I do music and sound design for motion pictures,  
12 and 85 decibels is the level of a loud movie, and that's  
13 quieter than the noise of the jets flying over. So that  
14 gives you an idea of how much of an impact the noise  
15 actually has.

16 And when we're talking about going from 31  
17 flights a day to 50 flights a day, that's not a  
18 negligible increase. That's more than a 50 percent  
19 increase. And the goal here is to get greater  
20 utilization of the slots.

21 Let's just get to the chase here, that the  
22 reason why an FIS is being proposed is to get more and  
23 different kinds of flights there so that there will not  
24 only be more flights, but they also could be noisier  
25 because the flight times can vary quite a bit for

1 arrival than what is scheduled.

2 JetBlue is not necessarily the most on-time  
3 airline, and international flights in general have a  
4 greater tendency to be less on time because  
5 international weather is, obviously, more variable than  
6 local. So that makes them have more late night flights.

7 Also, talking about this -- the project  
8 size. If we look at the study in 2013, that was just  
9 three years ago, forecast for enplanements, it was  
10 150,000, and in the current study it says that they  
11 forecast 379,000. So that's more than double the  
12 projection in just three years.

13 So it doesn't take much imagination to see  
14 that at ten years, it could be even greater than that.  
15 So we're not only talking about a 50 percent increase in  
16 the noise and traffic, but also let's think about the  
17 environmental impact.

18 The current environmental impact study  
19 dates all the way back from 2006, and it's antiquated.  
20 So a new study has to be done to look at what the  
21 environmental impacts and costs are going to be compared  
22 to the benefits. That's a big part of cost/benefit  
23 analysis.

24 Also, the increase in traffic and as  
25 several people have mentioned, who exactly is going to

1 get the benefits anyways? Is it going to be the people  
2 of Long Beach?

3 CHAIRMAN HERNANDEZ: Thank you very much.

4 MR. RAIKLEN: Thank you.

5 MS. NANCY LOPEZ: Hello. Good afternoon. My name  
6 is Nancy Lopez, N-a-n-c-y L-o-p-e-z.

7 My family and I have lived on the corner of  
8 Willow and Clark for the past 10, 15 years. We're right  
9 across the street from the airport, and obviously, we  
10 have a lot of concerns about this becoming an  
11 international airport, but it's beyond the noise  
12 ordinance.

13 As has been mentioned over and over again,  
14 it's not only about expanding -- about the noise  
15 ordinance. There are a plethora of effects that can  
16 also happen to our community and to our neighborhood.

17 As Commissioner Blair Cohn mentioned, there  
18 has been no study, there's been nothing that has looked  
19 at the impact that it will have on our community.  
20 There's nothing that's looked at how possibly house --  
21 home values could plummet.

22 Our fear, I think, is that this will be  
23 LAX, that our neighborhood will become LAX, and we know  
24 that area. All of us know that area, and we don't want  
25 to -- we don't want our community to become that.

1           There are families that have been here for  
2 decades and decades, and I think that it's very enticing  
3 that JetBlue comes in and says we'll pay for this big  
4 project, we'll make this an international airport.

5           And they're saying that it's not going to  
6 go beyond the 50 flights that are already implemented.  
7 However, the reason that they're there to begin with is  
8 because there is an international demand.

9           So what really, I think, worries the  
10 community, worries my family, is that this will then be  
11 something that can expand, and then we really won't have  
12 any control.

13           In slide 34, it said the security risk  
14 assessment, it said that it wouldn't have any additional  
15 risk, and it said that it would -- that Customs and  
16 Border Patrol would provide additional security and  
17 respond to -- would provide additional security.

18           But I highly doubt that the CBP is going to  
19 come into our communities if there's somebody that's  
20 walking on our streets.

21           In the previous meeting, there were  
22 residents that said that there were already people that  
23 were parking on our streets, cars that we don't  
24 recognize, people that we don't recognize, and we fear  
25 that this is likely to happen more and more.

1           Are they going to increase security in our  
2 -- not only at the airport, at the airport, but also in  
3 our communities? I think that these are things that  
4 really need to be considered, and thank you for even  
5 thinking of that because I don't think that a lot of  
6 people have considered this.

7           Thank you.

8           COMMISSIONER BLAIR: Thank you very much.

9           Next, please.

10          MR. TAQUIR: My name is Raghiv Taquir, R-a-g-h-i-b  
11 T-a-q-u-i-r.

12           I'm a long-time Long Beach resident. I  
13 moved here in 1969 when my father retired from the Navy  
14 here in Long Beach. I actually live in and own the same  
15 house my father lived in and owned, and I also work for  
16 JetBlue.

17           When he talked about those higher wages  
18 jobs, I'm one of them. Okay? I'm in the top 7 percent  
19 of wage earners in LA County, and I spend most of that  
20 money here in Long Beach.

21           I was raised here in the city. My kids  
22 were raised here in the city. I got grandkids growing  
23 up here in this city. I got nieces and nephews raising  
24 their kids and grandkids in the city. Okay?

25           There's a growth in this city that needs to

1 be economically supplied. Okay?

2 When I first moved here, we had less than a  
3 quarter million people in this city. Now we have about  
4 half a million, and we're adding tens of thousands every  
5 year. We got thousands graduating these high schools  
6 here in Long Beach that are coming into the work force  
7 that need jobs.

8 With that said, we do have the noise  
9 ordinance. That's scientific, it's reasonable, and it's  
10 objective, and it's a nice balance to balance the needs  
11 of the many against the needs of the few. And I really  
12 don't think that a vocal minority should demagogue the  
13 needs of the many when their needs and their wants are  
14 responded to by the noise ordinance. Okay?

15 Everyone knows the bucket doesn't change.  
16 It's the same amount of noise. Okay? The amount of  
17 flights is irrelevant to the amount of noise. Okay?

18 I live within three miles or within walking  
19 distance of three emergency rooms. I got ambulances  
20 running up and down the street all day. I got fire  
21 station a block over. More noise. I got Metro Rail two  
22 blocks over. More noise. Okay? I got elementary  
23 school traffic and more kids, and I got everything  
24 turning southbound out of Long Beach Airport goes over  
25 my house.

1 I don't live in Mayberry. I live in Long  
2 Beach. It's a very large city, and it's not getting any  
3 smaller. Okay? This is needed.

4 My other point is Mercedes Benz. Okay?  
5 They took out a long term lease on Fly DC Jets building.  
6 That's over 200 jobs. When they made the decision to  
7 move there, large portion of that was decided because of  
8 the location of that airport. Okay?

9 That's how airports generate business and  
10 generate jobs, either indirectly or even incidentally  
11 even if it's not directly. Okay? That's how more work  
12 comes to this city. That airport is an economic engine,  
13 and we need it. Just like the port. Those are the two  
14 biggest assets of this city and we need it.

15 The noise ordinance will -- is there as a  
16 reasonable protection of quality of life.

17 COMMISSIONER BLAIR: Thank you very much for your  
18 comments.

19 MS. NADEAU: Hi. My name is Jane Nadeau,  
20 N-a-d-e-a-u, and thank you very much for this  
21 opportunity. You guys did a great job asking questions.  
22 I appreciate that.

23 My concern is that the noise bucket that  
24 we've been talking about and how we want to keep it  
25 protected and the fact that we're doing this FIS study

1 because of JetBlue's request, and they've been a good  
2 neighbor they tell us about all the time, and they have  
3 done a lot for the city.

4 One of the things that they've done for us  
5 that they probably don't see as a positive is they've  
6 helped raise the noise in the neighborhood on a regular  
7 basis, and they're frequently violating the after 10:00  
8 curfew that they now help finance the library with their  
9 fines.

10 And my concern is if they didn't fly after  
11 10:00 o'clock at night and when they did fly during the  
12 daytime they didn't break the noise levels, then we  
13 would have more than 50 flights because the budget would  
14 be lower of the next report, and then more flights would  
15 be allowed than the nine that we just got earlier this  
16 year.

17 So if that happens, then we get more  
18 flights. But as long as they continue to violate the  
19 noise ordinance and fly after hours and keep the bucket  
20 full, then what happens next year when they do the  
21 annual report and it shows that we're over what we're  
22 allowed?

23 So the nine flights that were allowed this  
24 year are going to be pulled back, I'm guessing, because  
25 now we're over the budget and we've got to stay under

1 that budget.

2 That could impact the FIS study if it goes  
3 forward and future flights. We wouldn't be increasing  
4 flights. We'd have to come down. So we'd have an up  
5 and down depending on how many people followed or how  
6 many airlines followed not flying after 10:00 o'clock or  
7 not flying too loudly or low.

8 Because planes are getting quieter, it  
9 makes sense that we could actually have more flights  
10 because they fly according to the noise ordinance  
11 consistently. That doesn't happen.

12 So my concern is if that happens and the  
13 noise bucket goes too high, are they going to pull  
14 flights back? And what does that do if we've already  
15 decided we're going to move ahead with the FIS study?

16 Thank you.

17 CHAIRMAN HERNANDEZ: Thank you very much.

18 Next speaker, please.

19 MS. LAGLE: Hello. My name is Gina Lagle,  
20 L-a-g-l-e last name, G-i-n-a first name.

21 I just want to say that I'm a long time  
22 resident of Long Beach, and I am employed as a flight  
23 attendant for JetBlue Airways. I've been flying out of  
24 Long Beach for 13 years. On behalf of the staff and  
25 crew members that live and work here and spend lots of

1 money, we all spend money here in Long Beach, and if we  
2 do have customs, there will be a lot more JetBlue  
3 employees spending money in Long Beach and overnight  
4 stays in hotels and purchasing food and other things.

5 And as you pointed out, sir, what you said,  
6 I appreciate what you said about Long Beach being a  
7 great place to fly out of as opposed to LAX.

8 But for 13 years I've been hearing  
9 customers tell me they really, really would like to fly  
10 international out of Long Beach. It's so much more  
11 convenient. They love flying on JetBlue, and I think  
12 this is something that the community deserves.

13 And there is always some down -- there's  
14 give and take in everything, but I think it's a quality  
15 of life issue for the residents of Long Beach to be able  
16 to vacation or do business internationally and not have  
17 to go to LAX or other airports.

18 Thank you.

19 CHAIRMAN HERNANDEZ: Thank you.

20 Anyone else in the audience plan on  
21 speaking, please go ahead and queue up. We're getting  
22 to the last of the speakers. Thank you.

23 MR. McACHREN: Yes. Thank you. My name is Kevin,  
24 that's K-e-v-i-n, McAchren, M-c capital A-c-h-r-e-n.

25 Thanks for the opportunity to speak, Mr. Chairman and

1 members of the Commission. And it's great to see my  
2 former Councilman, Frank Colonna, here.

3 Frank, how you doing?

4 I just wanted to support this project. I  
5 think it's a great thing for not only the Airport,  
6 obviously, but for the City of Long Beach as a whole.

7 Three Ts that I have in mind -- and that's  
8 the letter T -- are trade, travel and tourism. Trade, I  
9 read earlier this year that the Port of Long Beach is  
10 beginning to look at trade with South, Central America,  
11 Mexico and so forth a lot more than they have in the  
12 past.

13 Some of this is directed by the expansion  
14 of the Panama Canal. So they're looking at new areas,  
15 and I think there's a tremendous synergy with what the  
16 Port of Long Beach is doing and what the Airport may be  
17 doing and hopefully be doing.

18 Travel. An airline pilot will say that VFR  
19 flight is visual flight rules. An airline sales manager  
20 will say it's visiting friends and relatives. And I  
21 think with the tremendous ethnic diversity in the  
22 community here in Long Beach, there's a tremendous  
23 number of people in Long Beach in town here that would  
24 be visiting literally friends and relatives to our  
25 south.

1           Also, tourism with the maturing of the  
2 economies with our neighbors in the south, I think  
3 you'll see a reverse where there will be a great deal of  
4 tourism from Mexico to Central America and so forth into  
5 Long Beach, whether it be convention or individuals or,  
6 again, more VFR traffic, if you will.

7           And I'll give back some of the time, I  
8 guess, as one of the other speakers said. It's not  
9 going to cost the Long Beach taxpayer a dime. All  
10 funded elsewhere, and all of the flights, all of the  
11 flights will operate within the bounds of our current  
12 noise ordinance, which is very important point.

13           So thank you very much.

14           CHAIRMAN HERNANDEZ: Thank you, Kevin. Good to  
15 see you again.

16           Next, please.

17           MR. MATHEWS: Good evening. Name is Waseem  
18 Mathews, W-a-s-e-e-m, last name is M-a-t-h-e-w-s.

19           Judging by what I'm wearing tonight, it's  
20 no secret what I do or who I work for. I come here  
21 today having grown up in Southern California as a  
22 resident of Huntington Beach as an airline pilot who is  
23 well aware of the technicalities being presented  
24 tonight, along with the information presented in the  
25 feasibility study.

1                   With all that being said, I am 100 percent  
2 in favor of the customs facility being built. I've been  
3 a pilot for 12 years, with the airlines for nine of  
4 those years, and in the course of my experience, I've  
5 flown five different types of passenger jet aircraft.

6                   I'm well aware of the noise profiles of the  
7 aircraft I've flown, especially when operating in and  
8 out of Long Beach since it is our professional duty and  
9 responsibility to minimize our impact and fly as  
10 efficiently as possible.

11                   I've reviewed the various concerns  
12 presented by the Long Beach area residents throughout  
13 the feasibility study and was also present at the  
14 meeting last week, and I must say that all my concerns  
15 were fully and properly answered within the study using  
16 facts and logic instead of emotion.

17                   I live near Huntington Beach under the  
18 final approach corridor of the aircraft coming in over  
19 water, and aircraft routinely fly over my home between  
20 1500 and 3,000 feet. I know this fact because I do this  
21 on a weekly basis, and I routinely fly over my own  
22 house.

23                   The biggest noise pollutant in my  
24 neighborhood is not JetBlue, American, Delta, Southwest,  
25 UPS, corporate aircraft or military aircraft, but

1 instead is the fact that I live across the street from  
2 an elementary school, and the constant flow of vehicles  
3 and families throughout the neighborhood.

4 Despite aircraft flying directly over my  
5 house -- I can see the aircraft. However, I do not hear  
6 them.

7 The current noise ordinance caps the number  
8 of commercial flights serving Long Beach. Building an  
9 FIS does not change that. The current noise ordinance  
10 sets curfew times and monetary penalties. Building an  
11 FIS does not change that.

12 The findings of previous pollution and  
13 emission studies remain valid because implementing FIS  
14 does not change the number of commercial flights in and  
15 out of the airport. It only changes the destinations  
16 that you are allowed to serve.

17 I've mentioned a handful of things what FIS  
18 does not do. Let's go over a few things that FIS does  
19 do.

20 Construction alone will alone bring upwards  
21 of \$38 million to the local economy and up to 253 jobs.  
22 If there's one thing that everyone in this room can  
23 probably agree on, it's that LAX, with utmost respect,  
24 is an operational disaster, whether it's the drive to  
25 the airport or navigating your way between outdated

1 terminals.

2 Why would anybody want to spend hours  
3 dropping off or picking up a loved one in LAX when they  
4 can do so in minutes out of Long Beach. Why would a  
5 traveler want to spend an hour or more going through TSA  
6 security in LAX when they can do so in minutes in Long  
7 Beach.

8 Thank you.

9 CHAIRMAN HERNANDEZ: Thank you very much, sir.  
10 Thank you for keeping all of us safe when we fly  
11 JetBlue.

12 MS. CARMEN LOPEZ: Hi. My name is Carmen Lopez,  
13 C-a-r-m-e-n L-o-p-e-z.

14 And it's funny that last week he live in  
15 Long Beach, and now he really lives in Huntington Beach.  
16 He say that he was living in Huntington Beach and moved  
17 to Long Beach, and now, suddenly he lives in Huntington  
18 Beach again.

19 I'm from Mexico. I fly three or four times  
20 a year to visit my family in Guadalajara. You might  
21 think that I will benefit for those flights, and like he  
22 said, not flying from LA to Guadalajara. No. And did  
23 you see how many people -- I'm not trying to diminish my  
24 own people, but do you see us being traveling often from  
25 Long Beach to Guadalajara or Mexico City?

1 I know that you have business, but the  
2 flights are not going to get full all of businessmen.  
3 It's going to be people like me, people like us. And as  
4 far as are good working people, we are gonna pack the  
5 streets and we going to carry more traffic. That's more  
6 money to your city, to my city.

7 And I don't think it's a good idea for the  
8 properties, for the street, for the city. And they  
9 gonna get all the money, and what about all the city?  
10 What is gonna get -- the city what is gonna get? Only  
11 traffic? Only people?

12 Is not going to go to hotels. The people  
13 who comes and visit, they go to our houses. We don't  
14 gonna go buy at big business here. We go to the swap  
15 meet.

16 So that's what I do want to the city  
17 really? That's my city, too, and I would like to see it  
18 better off than this.

19 Thank you.

20 CHAIRMAN HERNANDEZ: Thank you so much.

21 MR. THOMAS: Good evening. My name is Bill  
22 Thomas, T-h-o-m-a-s. I also live in the Third District,  
23 Frank.

24 But I came here in the mid fifties, about  
25 60 some odd years ago, and I was a Navy pilot, and this

1 was a Navy town. And a lot of people almost had a heart  
2 attack when the Navy pulled out, and I've seen the city  
3 grow and grow and turn into a fantastic city. Not just  
4 the aquatic capital of America, but a tremendous place  
5 to bring conventions and all the other activity.

6 And I think we need to look at the long  
7 term benefit looking out 60 more years, and the City  
8 will profit greatly from this expansion and bringing in  
9 more business.

10 And I had a business in Mexico, and I had  
11 to fly my own plane down there because it was the only  
12 place I could get to. And even Mexico Airlines didn't  
13 fly to some of the cities I went to.

14 But I think we've come a long ways, and I  
15 think we've got a long way to go to get Long Beach up to  
16 the positive aspect that we had planned for it and all  
17 the extra plans that we have going on right now.

18 So I'm very much in favor of it, but I'm  
19 not a JetBlue employee. I'm just an old Navy pilot.

20 CHAIRMAN HERNANDEZ: Well, thank you for your  
21 service to the country, sir.

22 Next, please.

23 MS. SIEVERS: Good evening. My name is Donna  
24 Sievers. The last name is S-i-e-v-e-r-s.

25 I live in the Third District in Bluff

1 Heights in a historic house that was actually built in  
2 1913, significantly before the airport, by the way.

3 Our home is a historical landmark and was  
4 recently granted a Mills Act status, which I'm very  
5 appreciative to the City for.

6 What I'd like to point out is that I have  
7 significant restrictions on the types of things,  
8 improvements that I can make on my house regarding roof,  
9 roofing, windows, doors and so forth, and I'm very, very  
10 concerned about the impact of noise, especially NextGen,  
11 which we don't fully completely understand how that  
12 might impact our noise ordinance because it's going to  
13 be flights from LA, not originating out of the airport,  
14 Long Beach Airport.

15 And I'm very concerned about our historical  
16 neighborhoods that don't have maybe the flexibility,  
17 although I value our historical neighborhoods, but we  
18 don't have the same flexibility to mitigate the noise.

19 I also want to make a quick comment. I am  
20 a former district office administrator, school district  
21 office, and I want to just make the comment that there's  
22 significant research that shows that students under the  
23 airport, any aviation noise, are very negatively  
24 impacted.

25 Their health, blood pressure, levels of

1 ADHD lead to poor test scores. Kids make wonderfully  
2 happy noise, but I'm not sure we want to impose any  
3 additional noise on our kids.

4 I do want to just make one other comment.  
5 I think as you're so focused on economics, which is so  
6 valid, we all have that vested interest in maintaining  
7 our noise ordinance, and I think that we need to  
8 seriously consider that it's not when another carrier  
9 will sue the City of Long Beach. It's not if. It's  
10 just when that will come about.

11 And I'm very concerned that economically  
12 the citizens of our city will be impacted defending that  
13 type of lawsuit.

14 I just happened to pick up this Long Beach  
15 Airport Community Guide to Aircraft Noise, and on page  
16 three it says, quote, It took more than 12 years and  
17 significant legal costs to strike a reasonable balance  
18 between air commerce and community noise exposure.

19 My question is why would we ever want to  
20 take any chance to take a risk that that balance might  
21 not continue? And especially if you consider the legal  
22 costs that we might face in the future.

23 So I certainly appreciate your time. Thank  
24 you.

25 CHAIRMAN HERNANDEZ: Thank you so much.

1 Hi, Joe.

2 MR. SOPO: High, Randal. Mr. Chairman, members of  
3 the committee, and staff. Good questions of Jacobs.

4 Jacobs Engineering is going to profit from  
5 an international airport because they are going to be  
6 doing some of the work on that airport. So it's kind of  
7 -- I think that they're a little looking to their bottom  
8 line.

9 But one thing is --

10 CHAIRMAN HERNANDEZ: Joe, I'm sorry. I think you  
11 said your name, but I just want to make sure the court  
12 reporter got it. Joe Sopo?

13 MR. SOPO: Joe Sopo, S-o-p-o.

14 THE REPORTER: I got it last week.

15 MR. SOPO: Put five seconds back on my --

16 CHAIRMAN HERNANDEZ: Yes, go ahead.

17 MR. SOPO: Some of you recognize me because it was  
18 about a decade ago that we were all up here. We didn't  
19 want to quadruple the size of that airport, and we were  
20 very emotional because those homes are what -- most of  
21 us have our retirement, how we're going to retire.

22 Mr. Larkins, you made this statement about  
23 living in a flight path and then you moved out of a  
24 flight path, and I would ask you which property is worth  
25 more now, in the flight path or out? We all know it's

1 the one out of it.

2 Does every airport have to be an  
3 international airport? John Wayne is an international  
4 airport. LAX is an international airport. There are  
5 other airports, international airports, around us. Do  
6 we all have to become one? And are we becoming one  
7 because of JetBlue, because of their request?

8 JetBlue in the last several years has been  
9 holding back on their slots. Our budget at our airport  
10 has been dropping several million dollars for them to  
11 hold us hostage, to let us know that we should do what  
12 they say, that international flights will be our savior,  
13 buddy to our airport.

14 One of the questions or a couple of  
15 questions I would ask you to ask the City Manager is I  
16 know that our noise ordinance is bulletproof, but I  
17 believe it was 2002 or 2003 it was going to be  
18 challenged by a major airlines. It was headed off by  
19 the City of Long Beach luckily, but we could have been  
20 challenged in court.

21 And the other question I would like to ask  
22 the City Attorney is the late night flights. I don't  
23 live in the flight path. Many people do. Many people  
24 complain about late, late night flights.

25 JetBlue does pay quite a bit money to our

1 library because of those late flights. Are those late  
2 flights also weighted in the bucket that gives us 50?

3 Okay. But you ask about the bulletproofing  
4 the noise ordinance. Thank you.

5 CHAIRMAN HERNANDEZ: Thank you, Joe.

6 Next speaker, Mr. Castagna, will be our  
7 last speaker. Oh, no. We have one more. You'll be our  
8 last.

9 Thank you very much. Please introduce  
10 yourself.

11 MR. MELLO: Joe Mello. 5469 Daggett Street, Los  
12 Altos.

13 CHAIRMAN HERNANDEZ: And spell your last name.

14 MR. MELLO: M-e-l-l-o.

15 I want to acknowledge Councilman Austin and  
16 Councilman Supernaw are here, and I want to make sure --

17 CHAIRMAN HERNANDEZ: And Councilman Uranga, as  
18 well.

19 MR. MELLO: I didn't see him. Oh, there he is.

20 CHAIRMAN HERNANDEZ: They're watching our work.

21 MR. MELLO: I just want to reiterate what Joe Sopo  
22 said about the rotated slots that caused a big problem  
23 with the Airport budget a few years back, and that's a  
24 problem when we have -- I think someone alluded to it.

25 I think it was Commissioner Cohn -- when we have one

1 airline who is the major tenant of what you're doing.

2 That's exactly what happened to Fresno  
3 Yosemite International Airport when their one airline  
4 pulled out, and they were stuck with paying the bill  
5 until they could get another airline to come in. Orange  
6 County has had some similar problems.

7 I also want to mention the fact that if  
8 this does -- is passed by the City Council, then we're  
9 going to have argument or discussions, I guess, over the  
10 different options.

11 If you read the report carefully, you'll  
12 see that the options, especially option one, does cause  
13 some problems with the traffic in the airport, and  
14 they're calling for traffic to be rerouted.

15 And so the fiscal impact on how the airport  
16 is then perceived by the public when you have these  
17 other problems that are created with the airport with  
18 the different options, especially option number one, and  
19 is it going to be easy in, easy out, great Long Beach  
20 Airport again. So I wanted to mention that.

21 And I also wanted to mention about the  
22 noise ordinances. In Los Altos, our big concern is -- I  
23 think someone else mentioned -- is the late flights. We  
24 don't know what the -- we've asked. We asked Jacobs.  
25 We've asked several times what does the late flight

1 schedule look like as far as the other airports in the  
2 area go? How many of these flights are late from Mexico  
3 consistently?

4 Because that's one thing that we deal with  
5 here in Los Altos here all the time are the late  
6 flights, and yes, JetBlue does pay.

7 And I'm not sure -- I think someone  
8 mentioned it last week at the other, but if you look at  
9 JetBlue's record, it is getting later and later and they  
10 are paying more and more fines.

11 So those are our concerns in Los Altos.

12 CHAIRMAN HERNANDEZ: Thank you so much.

13 Hello, Curt.

14 MR. CASTAGNA: Hello, Randal.

15 Good evening, Commissioners. Curt  
16 Castagna, C-a-s-t-a-g-n-a, here representing the Long  
17 Beach Airport Association, also a business of the  
18 Aerolease/Aeroplex Group on Spring Street, obviously  
19 here to support the FIS feasibility study and the  
20 promotion of this service in Long Beach.

21 I think it's just really important to  
22 reiterate that we're not talking about more flights. I  
23 hear the word "expansion" a lot. Every -- at least at  
24 the last Airport Commission.

25 We have 50 flights. We have a noise budget

1 that monitors all the noise activity at the airport.  
2 Whether we have 50 domestic flights or 50 international  
3 flights, we have the same volume of flights, same volume  
4 of people, and all the environmental hazards that have  
5 been discussed, whether it be noise or emissions or  
6 things like that, have been addressed through the  
7 assessment of that 13-year process.

8 Our city's evolved. All of you have been  
9 here, many of you longer than others, but you've been  
10 here long enough to see the evolution from a Navy town,  
11 the Marketplace, the Town Center, Shoreline Drive, and  
12 all too often -- and the Port of Long Beach.

13 And all too often, we forget we are an  
14 international city. We deserve to have an international  
15 airport to support that international city.

16 And as some of the residents have spoke,  
17 that yes, we went through a battle to come up with our  
18 terminal today that we're all so very proud of, even the  
19 residents that are here tonight I think are proud of,  
20 but you haven't seen litigation because of the proactive  
21 management of our noise ordinance.

22 We have not had litigation. Mr. Sopo  
23 mentioned that there was an airline that sued. Yes,  
24 American Airlines came in, wanted access, threatened  
25 litigation, and it was JetBlue that came to the table

1 and said we'll help solve that situation and gave up  
2 slots to do that.

3           Guess what? JetBlue's still here, and  
4 American left. And so we have the opportunity here to  
5 make the airport part of an integral part of the  
6 economic development and rejuvenation of this city for  
7 the entire city.

8           I'm really glad to see your Commission  
9 alive because under former City staff, when we had an  
10 economic development staff, we were really working hard  
11 to bring corporate America and businesses to the  
12 residents of the City and bring in jobs.

13           The feasibility study for international  
14 service is just another tool. You'll never hear an  
15 airport business person say we want to have more flights  
16 than what we're allowed. We just want to weigh the  
17 scale.

18           What the ordinance does is it balances  
19 quality of life with commerce. We're just here on the  
20 commerce side to make sure it's balanced.

21           Thank you for what you're doing.

22           CHAIRMAN HERNANDEZ: Thank you very much.

23           Next speaker and then our last speaker.

24           MS. SMITH: Hi. Laurie Smith. She knows me.

25           Hi. My name is Laurie Smith, and I'm a

1 homeowner of a 1920 home in the City-designated historic  
2 district of the Third District.

3 Historic districts are a highly touted  
4 selling point here in the real estate market, so I'd  
5 just like you to consider that when talking about  
6 economic development.

7 I graduated from Cal State Long Beach with  
8 a TV and film degree and went on to produce numerous  
9 primetime television shows. So this is an issue I would  
10 like the Economic Development Commission to consider  
11 today.

12 How airport noise-related issues, like the  
13 FIS facility and the additional nine slots added last  
14 year, affect TV and filming, as well as the new FAA  
15 NextGen flight procedures which are due to go in effect  
16 November 10th. The next phase is going to be in March,  
17 and the next phase is going to be in April.

18 This is something you could talk to Jess  
19 Romo, your airport executives about, but I strongly  
20 suggest you Google "FAA Metroplex" or "NextGen" and see  
21 how this has affected regions across the U.S., New York,  
22 Phoenix, San Francisco, Boston, Washington, D.C.

23 Those neighbors were outraged, as well as  
24 Senator McCain from Arizona, when the new flights were  
25 directed over historic homes, as well as Representative

1 Lynch from Boston, who had a legislative amendment last  
2 year seeking to gut the FAA budget of 25 million for not  
3 providing community outreach.

4 I've asked the City of Long Beach numerous  
5 times to address the issue of the FAA So Cal Metroplex  
6 flight procedures which are scheduled to be implemented  
7 November 10th.

8 And one of my biggest fears as a producer  
9 while filming projects is having a loud noise disrupt  
10 your filming, and you have to restart again and again.

11 I'm just curious if that's going to be an  
12 issue that we have that will impact all the filming that  
13 goes on in our City.

14 Currently, the City issues 800 film permits  
15 a year with more than a thousand production days. So I  
16 appreciate Blair Cohn's question about if this nurtures  
17 other neighborhoods, as my neighborhood has extensive  
18 amount of filming which takes place, and this is a  
19 position impact on our City.

20 I'd like to note the feasibility study has  
21 taken into account the nine slots that were added to  
22 Long Beach last year and how the FIS facility would  
23 affect such prolific filming days we offer here.

24 I'd like you to consider that the Office of  
25 Special Events and Filming is the bureau within the City

1 Manager department that is responsible for permitting  
2 all special events and film productions. It's a  
3 full-service operation which serves as a liaison with  
4 the local government and community and the production  
5 industry, and it's to provide service to the film  
6 industry and promote economic prosperity here.

7 In 1913, the first film studio, Balboa  
8 Films, was the biggest employer and largest tourist  
9 attraction at the time, so things change.

10 In the early 1990s, the City of Long Beach  
11 started the special events filming office, and it's  
12 steadily increased throughout the years.

13 So I'd like to have you guys take that into  
14 account, as well as to make sure the City of Long Beach  
15 continues to uphold its reputation as being one of the  
16 most film friendly cities in California.

17 Thank you.

18 CHAIRMAN HERNANDEZ: Thank you so much for your  
19 comments.

20 And our last speaker.

21 MR. VASISHTH: My name is so darn hard, I'm going  
22 to give it to you.

23 Hi. My name is Raman Vasishth, and I live  
24 in District Five. My name is so hard to spell, I just  
25 gave it to her. I've had this before.

1 I'm not going to express any opinion on  
2 this. I have read Charles Parkin's report, and I concur  
3 all of that is logical, you know, as far as the noise  
4 ordinance goes.

5 And only question that I have regarding  
6 that is there's a lot of -- there's a couple of  
7 appendixes that's in his opinion, and they were dated  
8 well before the -- you know, long ago, and I'm just  
9 wondering why it took so long to get the opinion. But  
10 that's a lawyer thing, I'm sure. I'm just curious about  
11 it.

12 These are just going to be mainly questions  
13 and maybe some statements that may help.

14 Let's see here.

15 Have any of the airports that go  
16 international -- has any airport under the noise control  
17 gone international? I know there's very few, but I was  
18 just kind of curious about that.

19 Another question that I had was as far as  
20 the jobs go, it looks like you got a quote here of 253  
21 jobs that would be related to construction, and I was  
22 just kind of curious as far as remaining maintenance  
23 type of jobs, how much of it for actually civilian and  
24 how much of it is for government?

25 I've worked with all the alphabet agencies

1 on multiple levels, and I know that much of the security  
2 also includes CIA, FBI, all these other guys that are  
3 there.

4 So I'm just kind of curious how much  
5 control is the federal government and State going to  
6 have over the city, how it changes the makeup, you know,  
7 of how it goes.

8 As far as John Wayne Airport, I know very  
9 much about that. I was involved with the construction  
10 of some of the buildout.

11 The reason why the flights take off so high  
12 is because the residents complained about the noise  
13 ordinance, and that's the only way they can get up and  
14 get away from the residents, just so you know.

15 In addition to that, I thought there was  
16 some kind of a wildlife preservation thing and to -- and  
17 I'm directing this maybe at Dave or the City. I'm not  
18 quite sure how that kind of -- if that's true or not.  
19 Okay?

20 Looks like covered. Just a few thing.

21 Oh, you mentioned that 80 percent of the  
22 slots are, like, taken and 20 percent aren't. That's  
23 not true. If we got 50 slots already done, regardless  
24 of whether it's international or domestic, those flights  
25 are done. So, you know, nothing's gonna change.

1 I don't think it's gonna also change  
2 commerce at all because you still got the same amount of  
3 flights coming in and out, and so that's --

4 CHAIRMAN HERNANDEZ: If you can go ahead and wrap  
5 up. That's it? Perfect. Right on time.

6 MR. VASISHTH: Well, I had more, but I don't want  
7 to take your time.

8 CHAIRMAN HERNANDEZ: Thank you.

9 First of all, let me just thank each one of  
10 you who spoke today for your thoughtful and constructive  
11 comments. That was very helpful for the Commission.

12 And, Commissioners, before we open it back  
13 up to questions, I want to turn to Mr. Romo and ask if  
14 there was anything that came out of the Airport Advisory  
15 Commission meeting relative primarily to the economic  
16 impacts or economic questions of the FIS that the  
17 Commission should be aware of or anything else that you  
18 think would be helpful to our discussion here.

19 MR. ROMO: Yes, Mr. Chair.

20 Well, last Thursday's meeting was well  
21 attended and I would call very lively in terms of  
22 engagement by the public.

23 At the Commission's discretion, they  
24 actually opened it up and allowed for the public to ask  
25 questions to be responded to.

1           The reason I bring that up is because when  
2 it came time for the Commission itself to put forth  
3 questions, my recollection is that instead of asking  
4 questions, they basically just provided commentary, just  
5 points of view.

6           So I can't offer you anything that the  
7 Commission itself focused in on, whether it had to do  
8 with economic development or free market feasibility.

9           There were, obviously, many questions that  
10 were asked by the speakers, and we made the commitment  
11 -- we said it last week, and I said it here earlier this  
12 evening, that any questions that are asked it is our --  
13 we will endeavor to ensure that those questions are  
14 collected, compiled and responded to in the coming  
15 weeks.

16           CHAIRMAN HERNANDEZ: Great. Thank you.

17           So, Commissioners, questions for staff, or  
18 I'm going to ask if you have any questions, suggestions  
19 or comments or statements that you'd like to have  
20 forwarded to the City Council and the Mayor as they  
21 begin their discussions on this item.

22           COMMISSIONER LARKINS: Couple questions.

23           CHAIRMAN HERNANDEZ: Mr. Larkins.

24           COMMISSIONER LARKINS: Thank you for your  
25 comments. Really do appreciate it. We've kind of been

1 through this process before, almost exactly a year ago,  
2 on another very emotional issue, and when you're talking  
3 about your home and where you live and the city that you  
4 live in, want to be successful, it's important that you  
5 have open dialogue.

6 To address one of the questions that came  
7 from a speaker, my parents -- ultimately I went to  
8 college, and my parents sold their house and moved to  
9 Vegas underneath another airport. But they sold it for  
10 ten times what they bought it for, so it didn't impact  
11 their property values. They're very happy with, you  
12 know, what happened, their situation.

13 This might apply more to the City staff  
14 because ultimately, a lot depends on how this deal's  
15 negotiated. The devil is always in the details of how  
16 the City negotiates to protect themselves and create a  
17 cooperative arrangement with JetBlue.

18 I mean, JetBlue has been a very good  
19 employer in Long Beach. Despite some of the challenges  
20 that we've had, I know that they're very interested in  
21 investing in the community.

22 There's a need for people to be in --  
23 students to have access to being pilots. They have a  
24 facility, in fact, in another state that would be great  
25 if they moved one to Long Beach.

1           What I'm trying to say is that there's a  
2 lot of opportunities there to create a dynamic  
3 relationship with whatever provider ultimately uses that  
4 facility. That can be to our benefit and to our  
5 community on an economic development perspective.

6           I think some of the noise ordinance issues  
7 are, to a certain degree, a moot point. It is what it  
8 is, and we have to deal with it. But again, it really  
9 falls to the City Council and City staff and the Airport  
10 staff to figure out how to work out the best deal for  
11 the City and for our community.

12           And I think that as this process moves  
13 forward with the community, that you'll have a lot of  
14 input to try to make sure we work out the best deal  
15 whichever way it goes.

16           I did have one comment regarding the hub  
17 scenario. As I understood, one of the comments was that  
18 Long Beach could end up being a hub versus a  
19 destination, and I'm sure in your process of  
20 negotiating, somehow that address -- that issue can be  
21 addressed, as well.

22           CHAIRMAN HERNANDEZ: Thank you, Commissioner  
23 Larkins.

24           Well, comment from the Chair. First of  
25 all, there's a couple of us up here that have been

1 dealing with this noise ordinance for probably better  
2 part of 20 years -- right, Frank -- that we've kind of  
3 seen it come and go.

4 In fact, this Commissioner was a young  
5 staffer to then 8th District Councilman Jeff Kellogg  
6 when we first began to negotiate this ordinance many,  
7 many years ago. So it's an issue I'm very, very  
8 familiar with.

9 Hopefully, you saw from this Commission  
10 that all of us believe that that noise ordinance needs  
11 to be protected at all costs. We just think that's in  
12 the best -- not only the best thing for the City, but  
13 also -- City residents, but also for our City's economy.  
14 But with that said, I believe there is indeed economic  
15 value to moving forward with the FIS.

16 I've always found it curious that Long  
17 Beach touts itself as the international city and has  
18 been for 20, 30 years, but we've never really tried to  
19 cultivate international visitors and even to encourage  
20 our own international residents with families who are  
21 here in our city to come and visit us and make it easy  
22 for them to come and visit here in Long Beach.

23 So I think there is indeed economic value,  
24 but I would ask the City Council to take a look at a  
25 couple questions, and I would pass this through the

1 staff.

2 Number one is really to look at the  
3 economic opportunity cost. So what is the net economic  
4 value of international versus domestic flights and to  
5 really understand that more.

6 Secondly, to see if we can really define  
7 what is the economic impact to Long Beach. I understand  
8 it's sometimes very difficult, and generally these kind  
9 of studies look at regional analysis.

10 But in terms of this Commission, we want to  
11 know how Long Beach residents would benefit economically  
12 in the job creation from this program or from this FIS.

13 And lastly, I think it would be good to get  
14 a sense of what was the economic impact from the 2007  
15 facility, because I think that would be good guidance to  
16 the City to show how indeed, assuming things have been  
17 positive impact and I would assume so, what's happened  
18 since 2007 to the terminal in terms of its economic  
19 activity. I think that would be kind of a good gauge  
20 for them to understand.

21 But again, I do think the ordinance, the  
22 noise ordinance, needs to be protected, but I would  
23 recommend to the City Council that they indeed move  
24 forward with the FIS study.

25 Any further questions, comments from

1 Commissioners? I know we've been here since 4:00  
2 o'clock today.

3 Commissioner Bauer.

4 COMMISSIONER BAUER: I'll be super quick.

5 So I guess it's kind of a question for  
6 staff at the Airport, and that is do you feel like the  
7 airport in Long Beach is a leader on noise abatement and  
8 control?

9 MR. ROMO: I'll base my answer on the fact that I  
10 -- immediately prior to coming to Long Beach, I was the  
11 airport manager at Van Nuys Airport. It's a general  
12 aviation airport in the San Fernando Valley that has not  
13 one, but four separate ordinances that restrict and  
14 otherwise govern noise levels and type of aircraft that  
15 can operate there.

16 I can tell you firsthand this ordinance is  
17 by far much stricter, much more restrictive, and I think  
18 really beneficial to the City.

19 COMMISSIONER BAUER: Awesome.

20 So I guess what I would suggest basically  
21 -- and this is the brief bit -- is that I mentioned  
22 budgeting for noise abatement earlier, and I think the  
23 Airport should be a leader.

24 It should be proactively seeking solutions  
25 to control and abate noise on a consistent basis, and

1 why not put that into this budget for experimentation  
2 and research and looking into that sort of thing going  
3 forward?

4 And then I'd also like to say that I'd  
5 really like to see Long Beach Jerky, Village Cookie Shop  
6 cookies, Lord Windsor coffee and Black Ring coffee on  
7 JetBlue flights.

8 CHAIRMAN HERNANDEZ: Good recommendation.

9 So, Commissioners, again, one last time,  
10 questions or further comments? If not, we'll entertain  
11 a motion to receive and file.

12 COMMISSIONER COLONNA: So moved.

13 CHAIRMAN HERNANDEZ: Motion to receive and file by  
14 Commissioner Colonna.

15 COMMISSIONER BLAIR: Second.

16 CHAIRMAN HERNANDEZ: Second by Commissioner Blair.

17 Questions or comments on the motion?

18 Okay. Please cast your vote.

19 MR. RUBIO: Motion carries.

20 CHAIRMAN HERNANDEZ: Terrific,

21 Again, to the public, thank you very much  
22 for your constructive and thoughtful comments. I  
23 thought this was good dialogue, and we appreciate it  
24 very much.

25 (Whereupon the Study Session adjourned

1 at 8:47 p.m.)

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1 STATE OF CALIFORNIA )  
 ) ss.  
2 COUNTY OF ORANGE )  
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4 I, MARY E. PIERCE, Certified Shorthand Reporter  
5 No. 6143 in and the State of California, hereby certify:

6 That I attended the foregoing study session and  
7 that all testimony, questions and comments made at the  
8 time of the proceedings were recorded stenographically  
9 by me and that the foregoing is a true record of the  
10 proceedings and all comments made at the time thereof.

11 I hereby certify that I am not interested in the  
12 event of the action.

13 IN WITNESS WHEREOF, I have subscribed my name  
14 this 9th day of November, 2016.

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Certified Shorthand Reporter in and  
for the State of California