



September 4, 2007

Aviation Department Capital Improvement Program



Capital Planning + Capital Funding =

Capital Program

Two Major Components:

1. Renewal and Replacement
2. Improvement & Development
(Including Expansion)

Renewal & Replacement

- Purchase cost of buildings, airfield with related improvements, equipment = \$1.09B (As of 9/30/06)
- FY06 Depreciation = \$33M (CAFR)
- Net value of buildings, airfield with related improvements & equipment = \$855M (As of 9/30/06)
- \$7.8M deposited in FY06 and \$4.9M spent

Best practice is to annually fund a Renewal & Replacement account with 3% to 5% of purchase cost

HISTORICAL DEPOSITS, WITHDRAWALS, AND BALANCES

RENEWAL AND REPLACEMENT ACCOUNT

Broward County Aviation Department

	Beginning balance	Annual deposits and interest (a)	Annual withdrawal	Ending balance
FY 1994	\$ 1,004,000	\$ 928,000	\$ (433,000)	\$ 1,499,000
FY 1995	1,499,000	1,635,000	(1,227,000)	1,907,000
FY 1996	1,907,000	2,588,000	(1,058,000)	3,437,000
FY 1997	3,437,000	3,696,000	(502,000)	6,631,000
FY 1998	6,631,000	7,627,000	(1,022,000)	13,236,000
FY 1999	13,236,000	3,688,000	(9,332,000)	7,592,000
FY 2000	7,592,000	12,268,000	(7,693,000)	12,167,000
FY 2001	12,167,000	9,171,000	(8,617,000)	12,721,000
FY 2002	12,721,000	8,813,000	(8,778,000)	12,756,000
FY 2003	12,756,000	12,323,000	(9,144,000)	15,935,000
FY 2004	15,935,000	9,932,000	(13,828,000)	12,039,000
FY 2005	12,039,000	27,596,000	(18,723,000)	20,912,000
FY 2006	20,912,000	7,820,000	(4,920,000)	23,812,000

Source: Broward County CAFR

Improvement & Development

Examples include:

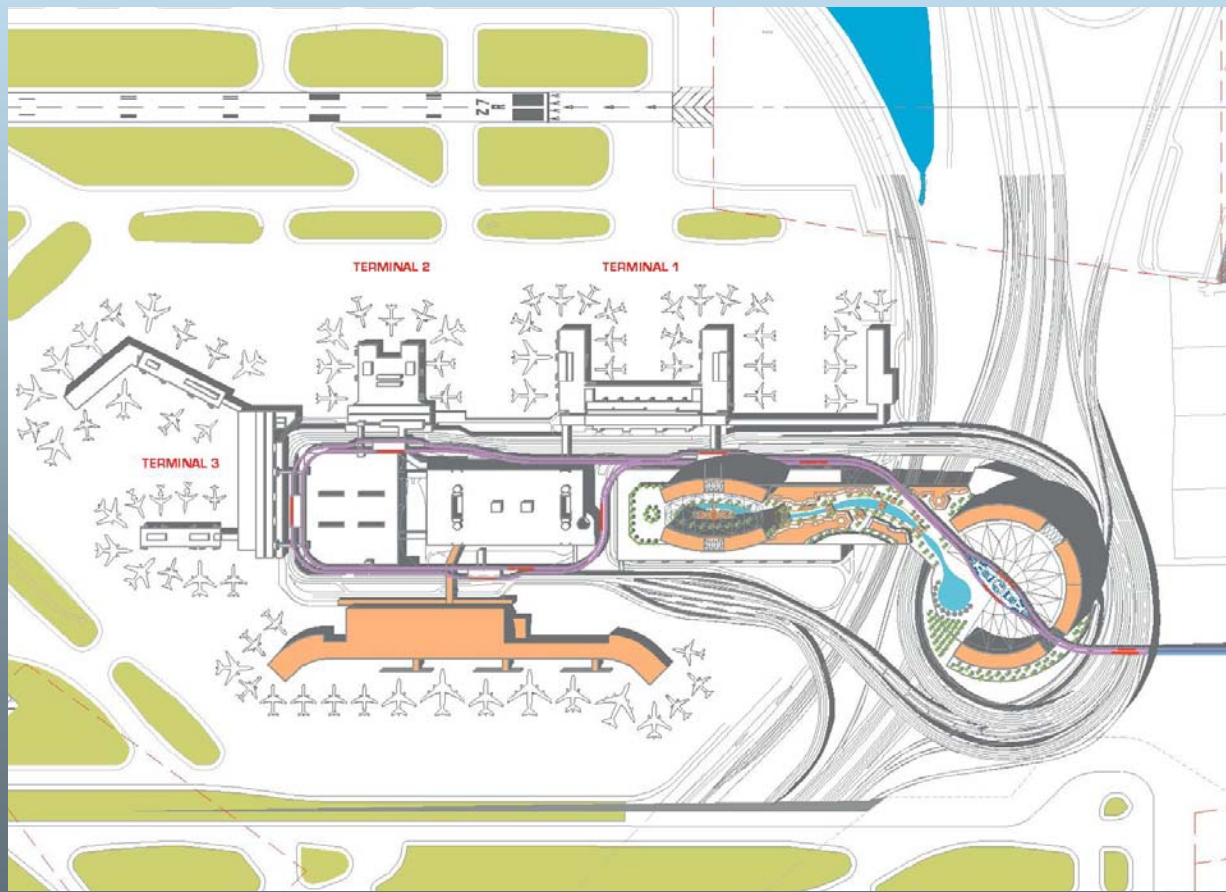
- In-line baggage handling system
- Parking improvements
- Westside development
- Concourse A for T1

Recommended FY08 Capital Budget

Debt Service Payment	\$24,204,470
Reserves	60,832,150
Renewal & Replacement including Equipment	28,531,880
Improvement & Dev.	<u>128,778,370</u>
	\$242,346,870

Discuss Pages 4-2 thru 4-21 from Recommended Capital Budget

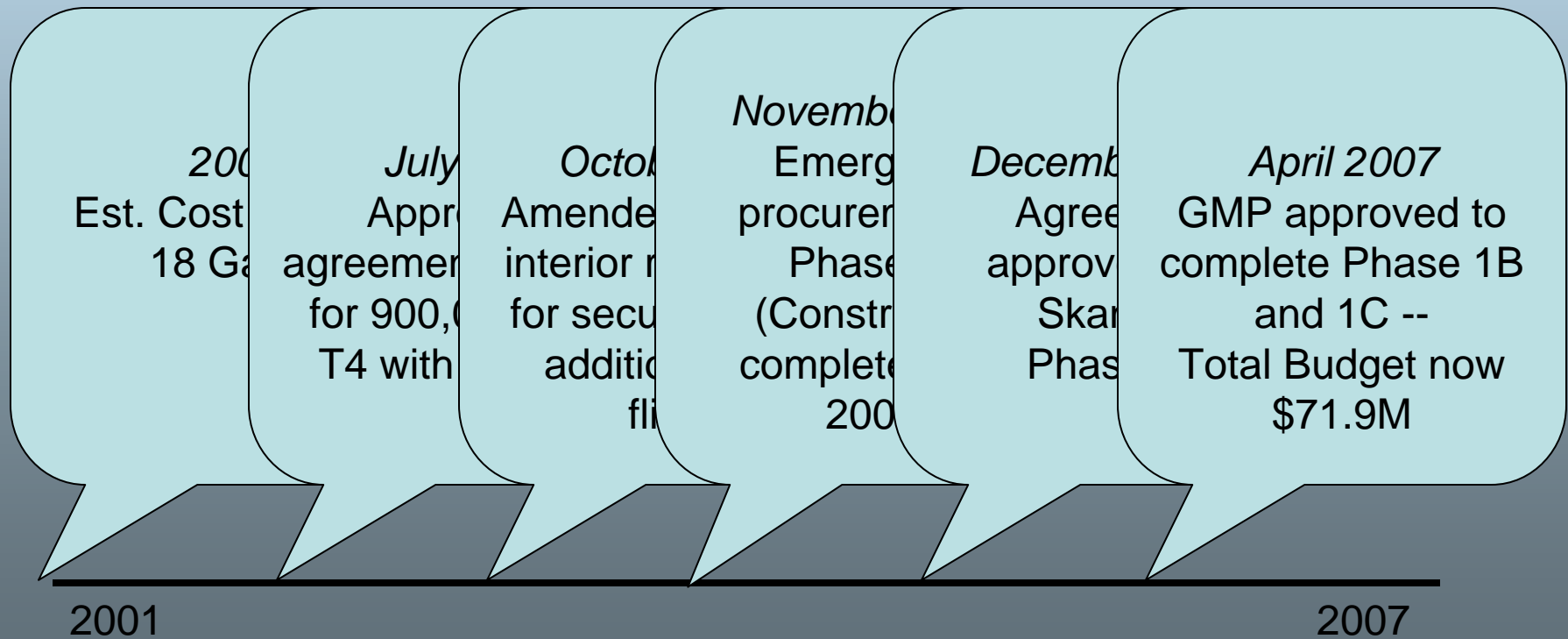
Status of Three Major & 2020 Vision Projects



June 2001 – 2020 Vision Plan

New International Terminal 4

2020 Vision for “Iconic” Terminal – 40 daily flights

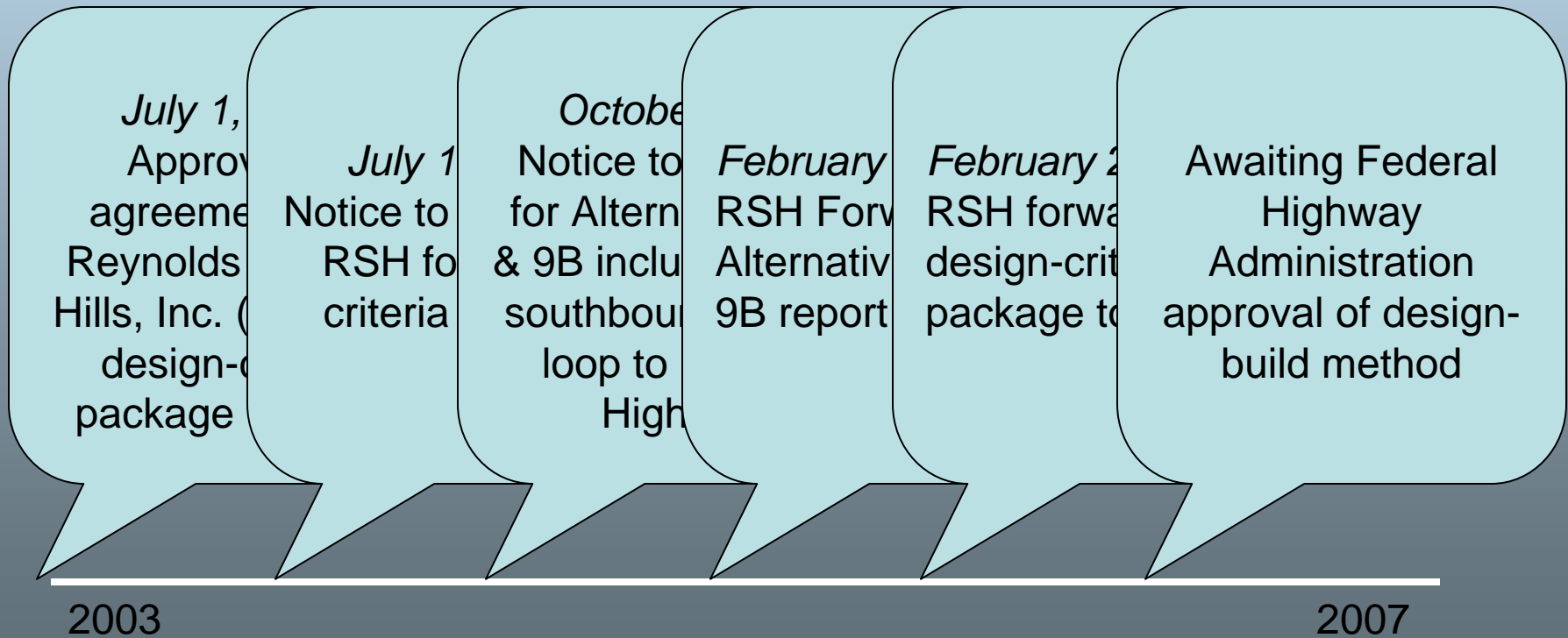


Exit Roads

- Project planned to support new International T4 curbside and for projected traffic growth
- 2003 cost estimate of \$63M
- 2004-8 Capital Program presented at \$75M (Based on cost estimate by Cost Mgmt., Inc.)
- 2007 revised cost estimate \$103M (Based on cost estimate by U.S. Cost)

Exit Roads

Recommend no further action until Master Plan decision



New Pedestrian Bridges Terminals 2, 3 and 4

Planned to connect T2 & T4 to Hibiscus Garage and remove pedestrian crossings on terminal roads.

Nov. 2001	Entered into \$1.9M agreement with Singer Architects for design of 3 new pedestrian bridges
Oct. 2004	\$70M funding included in 2004 Bond
June 2005	Approved CM@Risk contract with Cummings-Centex Rooney (CCR) for Phase I early work estimated at \$10.3M

New Pedestrian Bridges Terminals 2, 3 and 4

Feb. 2006	Issued 2 nd notice to proceed with early work construction activity with 230 days to complete
Mar. 2006	Received proposed guaranteed maximum price of \$86.1M to construct 3 pedestrian bridges from CCR
June 2006	Compared two independent cost estimates at \$41M and \$45M (Provided by URS and based on 4 independent terminals)

New Pedestrian Bridges Terminals 2, 3 and 4

- Oct. 2006 Previewed Preliminary Airport Master Plan Terminal options
- Option 2C consolidates Terminals 2, 3 and 4 into a “connected unit terminal,” providing long term flexibility plus significant operating cost benefits. Eliminates need for the T2 and T4 bridges.
- Nov. 2006 Board discussed 6th Amendment to URS Project Mgmt. and Const. Mgmt. agreement which places bridges and exit roadways in optional services category.

Recommend no further action until Master Plan decision.

Discussion

- Dynegy Parcel
 - Preliminary engineering report evaluating alternate uses completed
- Recommend
 - Decide use(s) of this parcel with recommended options from both the Port Everglades and Airport Master Plans