Agenda

• Who We Are
• Why We Need a New Airport
• Our Solution
• Discussion
Who We Are
Who We Are

The Des Moines Airport Authority is an independent entity overseeing the operations and maintenance of the Des Moines International Airport.

We work to improve the quality of air service and make air travel to and from Iowa more convenient and pleasurable.
Where Do Our Passengers Come From?
DSM International Airport

21 Nonstop Destinations

* Seasonal Service Only
Why We Need a New Airport
DSM Total Passengers | 2009 - 2017

Maximum Capacity

MILLIONS

Adequacy of Existing Facilities for Number of Passengers

**Existing Conditions**

- **2.0 (2013)**: Gates, Ticketing, Security, Baggage (inbound), Baggage ( outbound), Holdrooms, & Concessions, Restrooms

- **2.5 (2017)**: Gates, Ticketing, Security, Baggage (inbound), Baggage ( outbound), Holdrooms, & Concessions, Restrooms

- **3.0 (2027)**: Gates, Ticketing, Security, Baggage (inbound), Baggage ( outbound), Holdrooms, & Concessions, Restrooms

- **4.0 (2042)**: Gates, Ticketing, Security, Baggage (inbound), Baggage ( outbound), Holdrooms, & Concessions, Restrooms

**Level of service during peak travel periods**
- Red: Unacceptable
- Yellow: Marginal
- Green: Acceptable
Our Solution
Our Solution

- 1948 building = Outdated facilities
- Fiscally responsible solution = New airport improvements
- Planning ahead = Tripling our cash reserves in 6 years
Preparing For Iowa’s Future Growth

7,156
Total Jobs

$271 million
Total Payroll

$644 million
Total Output

Source: Des Moines International Airport Economic Impact Study, 2014
Our Vision: Positive Passenger Experience
Future Airport Campus

**East:**
- Terminal Functions Only

**South:**
- Relocated General Aviation
- Cargo
- Airline Maintenance

**Key:**
- Separation of Terminal functions
Typical Day

- **Morning Peak**: 6:00 AM-8:00 AM
- **Midday Peak**: 11:30 AM-1:30 PM
- **Evening Peak**: 4:30 PM-6:00 PM
Existing Conditions – Ticketing

Level of service during peak travel periods

- Unacceptable
- Marginal
- Acceptable
Existing Conditions - Ticketing

Existing Ticketing
Depth: 58’

New Ticketing
Depth: 84’

Larger Ticketing Area
33%

Ticketing Depth
2X
Existing Conditions – Baggage

Level of service during peak travel periods

- Unacceptable
- Marginal
- Acceptable
Existing Conditions – Baggage Systems

Existing Baggage Systems

63% Larger & Consolidated Outbound Baggage Systems

42% Larger Inbound Baggage Systems

New Baggage Systems

New Baggage – Level 0
Existing Conditions – Security

Level of service during peak travel periods

- Unacceptable
- Marginal
- Acceptable
Existing Conditions - Security

Existing Security

New Security

Larger Security Screening

27%

6 Conforming Lanes
Existing Conditions - Holdrooms

Level of service during peak travel periods:

- Unacceptable
- Marginal
- Acceptable
Existing Conditions – Holdrooms/Gates

- **Regional Aircraft** = 50 seats
- **737-800** = 154 seats
- **A321** = 180 seats

**Dimensions:**
- **66'-0”** x **98'-0”**
- **112'-0”** x **146'-0”**

**Bar Chart:**
- Unacceptable
- Marginal
- Acceptable

**Years:**
- 2.0 (2013)
- 2.5 (2017)
- 3.0 (2027)
- 4.0 (2042)

**Note:**
- DSM International Airport
- Page 24
Existing Conditions - Holdrooms

Existing Holdrooms

New Holdrooms

44% Larger Holdrooms

44% Additional Seating Capacity
Existing Conditions – Site Constraints

**Boundaries**

Difficult to expand the existing concourses due to airside constraints:

- Necessary Setbacks from Runways
- Larger Aircraft need larger airside maneuver space than the current layout can provide

![Diagram showing DSM International Airport with annotated text: New Construction & aircraft tails must be southeast of this line.](image-url)
Program Concept
New Terminal

New Terminal Highlights

- 301,285 SF
- 14 Gates (Phase 1)
- 18 Gates (Phase 2)
- Easy connection from terminal to parking
- Daylight
- Future Technologies

Key Benefits

- Flexibility
- Gateway to Iowa
New Terminal Overview

**Level 2**
- Meeter/Greeter
- Security
- Gates
- Concessions

**Level 1**
- Ticketing / Check-in
- Baggage Claim
- Airport/Airline Ops

**Level 0**
- Airport Ops / Receiving
- Baggage Systems
Terminal Comparison

**Existing Terminal**
265,000 SF
12 Gates

**New Terminal**
301,285 SF
14 Gates

*Shorter walking distances, flexibility, “space in the right place”*
Terminal - Landside Concessions / Meeter-Greeter

Key Benefits

- Visual connection from Landside to Airside
Terminal - Concourse

**Concourse**
- 14 Gates
- Concessions Variety
- Daylight & Inviting Experience
- Connection to Community
  (view of downtown Des Moines)

**Key Benefits:**
- Flexibility
  - Holdrooms
  - Aircraft
- More Capacity
Landside - Overview

**Landside**
- New Rental Car Facility
- Increased Parking
- New Parking Structure
- Ability to Grow
- New Entry/Exit Plaza
- Increased Curbfront Length

**Key Benefits:**
- Safety
- Flexibility
- More Capacity
Landside - Rental Car (Current)

Current Operations

• 3 separate locations
• Prime location for potential additional parking
• Wayfinding confusion
• Rental operational issues
• 436 parking spaces total
  • Covered - 176 spaces
  • Surface - 260 spaces

Rental Car Lot on Level 1 of South Garage
Remote Rental Car Facility
- Located in South Quadrant
- Busing Operation
- Distance: 1.1 miles
- Drivetime: Approx. 3 minute

Key Benefits-
- Flexibility (expansion & rental operations)
- Capacity (recovered parking spaces at terminal)
- Reduced vehicle congestion (no rental traffic on terminal loop)
- Safety (no car jockeying)
**Landside - Parking**

**New Parking:**
- New Parking Structure
- Additional covered parking
- Reconfigured Long Term

**Keys Benefits:**
- Capacity Increase
- Future Growth Potential
- Flexibility
- Revenue Generation
Landside - Parking Garage

- New 4 Level Garage
- Allows for future expansion
- Meets parking requirements.
- Short walking distances
- Safe connection for pedestrians

Parking Requirements (Phase 1)

<table>
<thead>
<tr>
<th></th>
<th>Required</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>Garage</td>
<td>2,575</td>
<td>2,367</td>
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<tr>
<td>Surface</td>
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<td>308</td>
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<td>Total</td>
<td>2,575</td>
<td>2,675</td>
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</table>
Landside - Parking - Walking Distances

Worst Case Walking Distances

- Farthest Garage Space: 1300 LF to/from Terminal
- Farthest Surface Space: 1070 LF to/from Terminal

Jordan Creek Town Center

- Distance from Younkers to Dillard’s: 1050 LF
Airside

- 14 Gates
- Group III Fleet Mix
- A321 or 737-800
- New Apron Pavement
- Connection to Community
- View from Fleur Drive creates connection to community + allows views of downtown Des Moines from the concourse

Key Benefits:
- Flexibility
- More Capacity
Timeline & Cost
Overall Program

- New Terminal
- South Quadrant
- Airfield Improvements
# Phasing - Landside

<table>
<thead>
<tr>
<th>Landside</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
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<th>2029+</th>
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<tr>
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<td>New Entry Plaza</td>
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<td>Long Term Parking Exp.</td>
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<tr>
<td>New Parking Structure</td>
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Terminal Construction Begins
### Phasing - Terminal & Airside

#### Terminal

<table>
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<tr>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
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<td>Existing Concourse Demo</td>
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#### Airside

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<th>2027</th>
<th>2028</th>
<th>2029+</th>
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<tr>
<td>Runway, Taxiway, Apron</td>
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<td>Multiple Packages ongoing</td>
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<tr>
<td>Deice Pad</td>
<td>Pad 1</td>
<td>Pad 2,3</td>
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## Total Cost Summary

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<th>Landside</th>
<th>Demolition</th>
<th>Total</th>
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<tbody>
<tr>
<td><strong>Total Program Cost</strong></td>
<td>$246,928,080</td>
<td>$68,609,684</td>
<td>$91,394,920</td>
<td>$27,003,876</td>
<td>$433,936,560</td>
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<tr>
<td>TERMINAL BOARDING BRIDGES</td>
<td>32.0%</td>
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<td>APRON</td>
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<td>RENTAL CAR GARAGE ROADWAYS ENTRY/EXIT</td>
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<tr>
<td>EXISTING TERMINAL &amp; CONCOURSES</td>
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</tr>
</tbody>
</table>

- **Construction Costs**: 22.3%
- **Contractor Fees**: 32.0%
- **Contingency**: 20.0%
- **Soft Costs**: 25.8%
Airport Council International-NA estimates that airports nationwide have nearly $20 billion a year in capital needs.

Terminal projects make up nearly half of this amount.
Typical US Airport Funding Sources

- Almost half of projects are funded through Airport debt
  - Debt is repaid using Airport Revenues generated from tenants and airport users
- Passenger Facility Charges fund about a quarter of airport projects
- Airport Improvement Program (AIP) Grants awarded by the Federal Aviation Administration (FAA)

Des Moines Airport Revenues

- Capital projects paid for through Airport bonds or retained surpluses are funded by Airport Revenues
- The FAA requires that Airports operate on a self sustaining basis, setting fees for Airport users at appropriate levels to cover operating and capital costs
- DSM Airport does not receive local tax revenue, nor are they allowed to spend funds on non-aviation purposes.
Summary of Capital Requirements by Project Type ($M)

Values stated in 2018 dollars
Through efficient operations, the airport has strengthened its cash reserves to pay a larger share of this construction to reduce the reliance on public funds.

To maintain reasonable levels of fees for airport users, manageable debt levels and adequate cash reserves, the airport may still need a further $200m from grants or other sources towards the capital plan.
The Authority continues to evaluate options for the terminal project and how to implement it at a reasonable cost.

Through a combination of:
- An increase in the PFC to $8.50, and
- Refinements and evaluation of terminal alternatives that could save a further 12.5%

The gap could be reduced to around $65m.
Next Steps & Questions