
Tampa International Airport Master Plan Update

HCAA Board Briefing

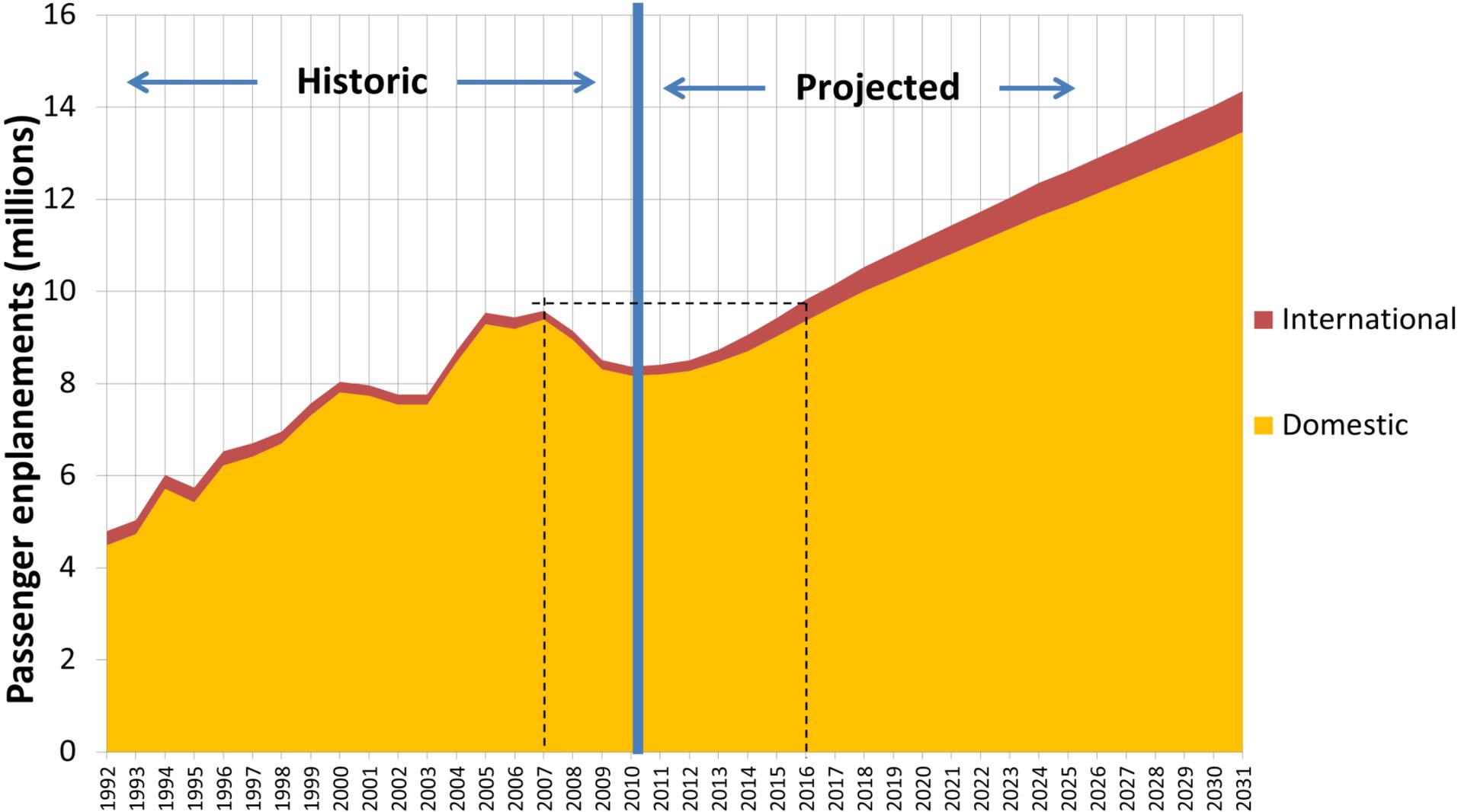
October 4, 2012

HNTB

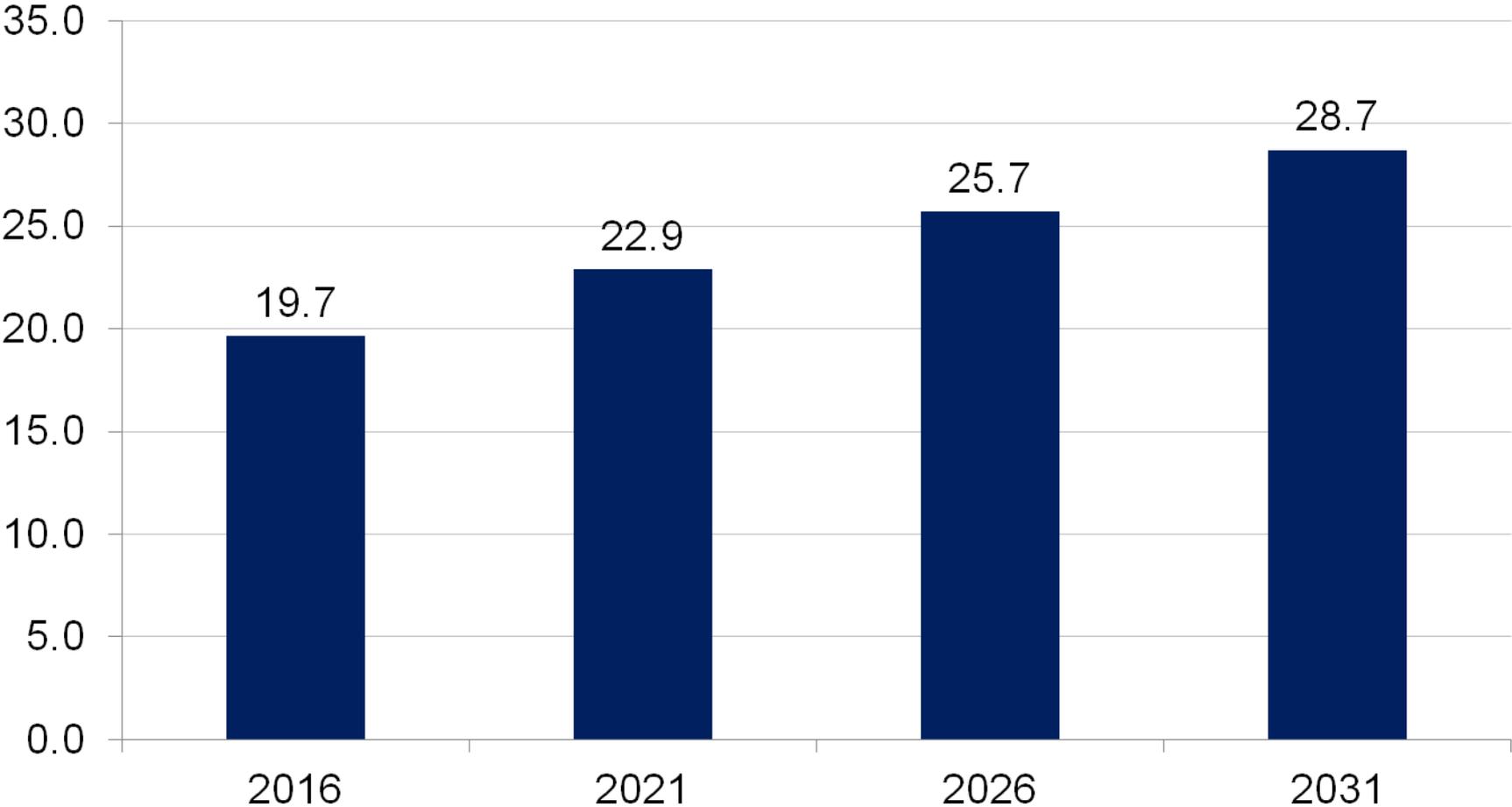
Main Discussion Topics

- Background
- Passenger Forecast
- Parking, Curbside and Roadway Requirements
- Rental Car Facilities
- Automated People Mover System
- South Development Area Concept Planning and Connectivity to Main Terminal
- Eastside Development Area Concept Planning
- Board Discussion and Questions

Passenger Forecast



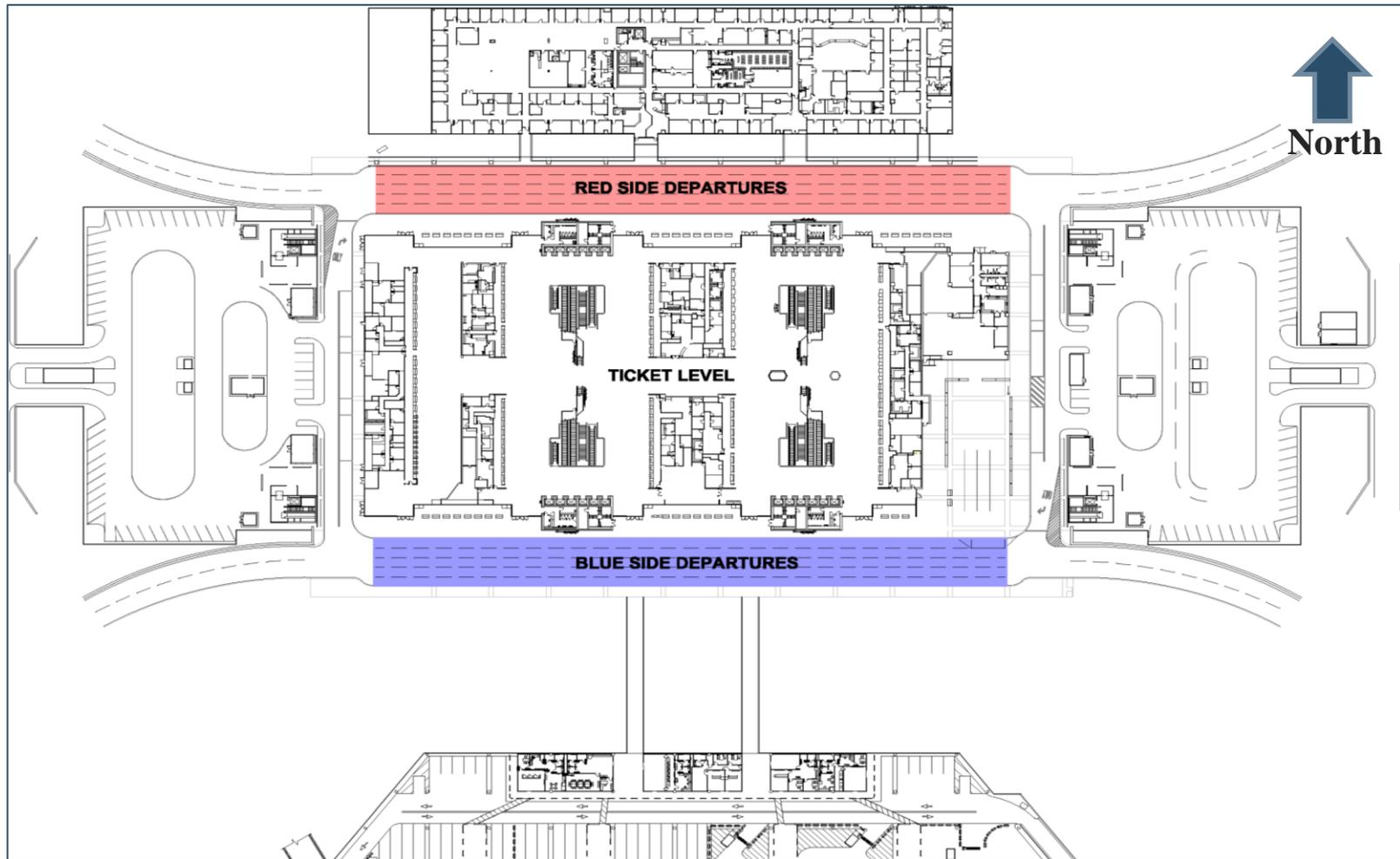
Passenger Forecast



Average Growth Rate:	3.2%	3.1%	2.9%	2.7%
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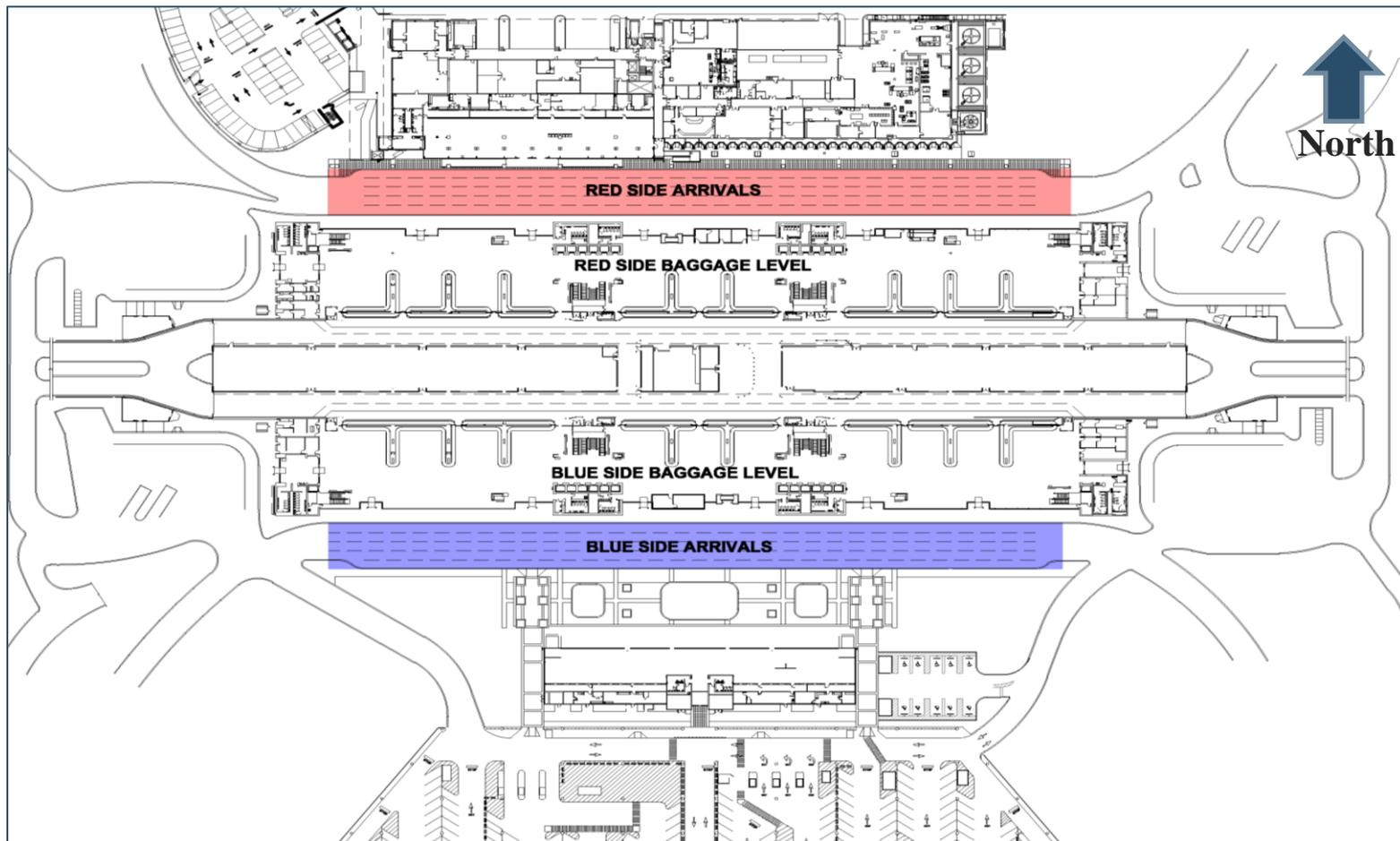
- Total parking space inventory sufficient to meet 28.7 Million Annual Passenger (MAP) estimated to be 2031 demand.
- Short-term parking garage adequate capacity to 28.7 MAP (2031).
- Long Term Parking Garage has a 3,500 space deficiency by 28.7 MAP (2031).
- Economy parking has excess capacity to meet needs through 28.7 MAP (2031).

Red Departures curb capacity needed at 28.7 MAP (2031).



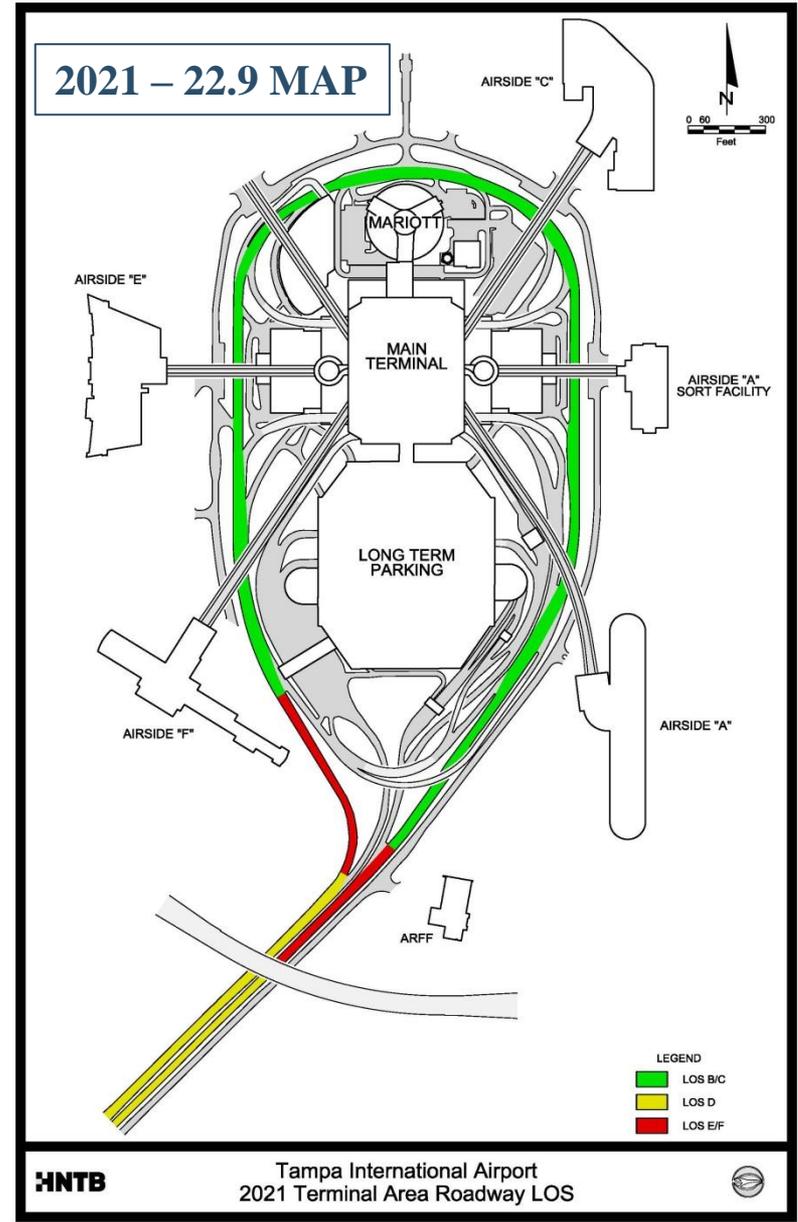
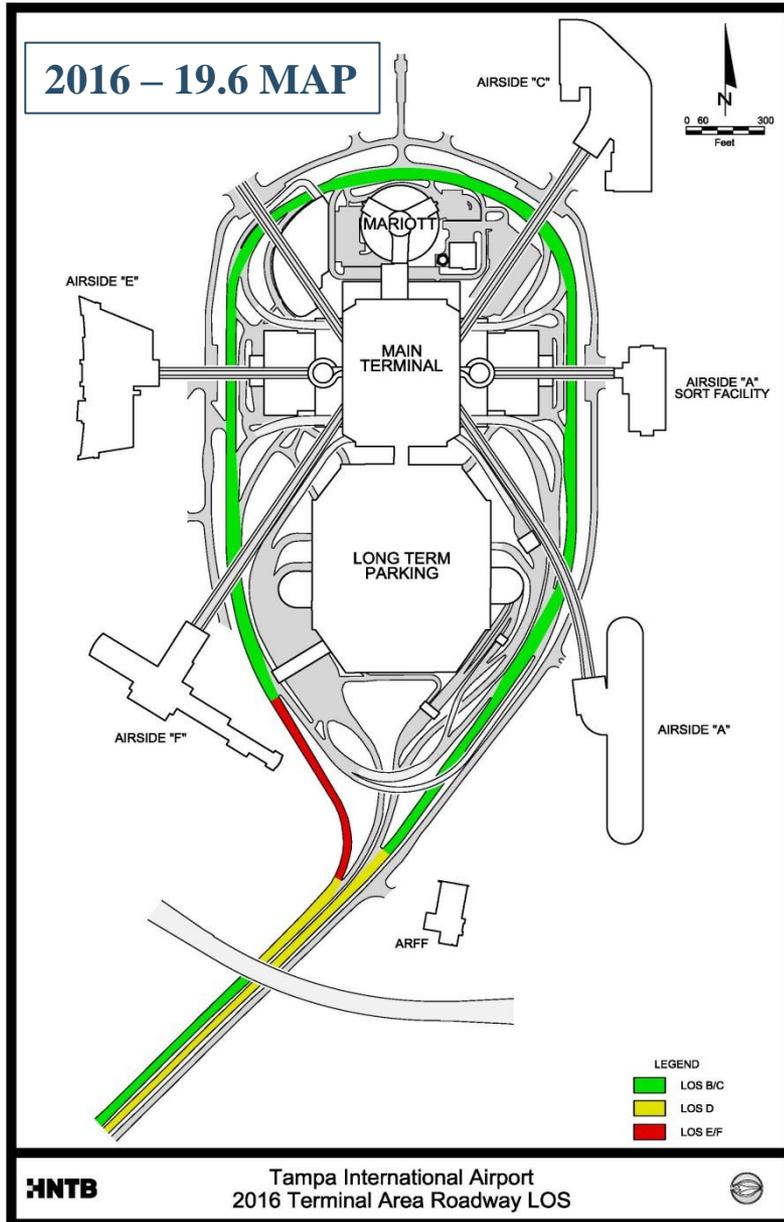
Blue Departures curb capacity needed at 19.6 MAP (2016).

Red Arrivals curb capacity needed at current 16.8 MAP (2012).

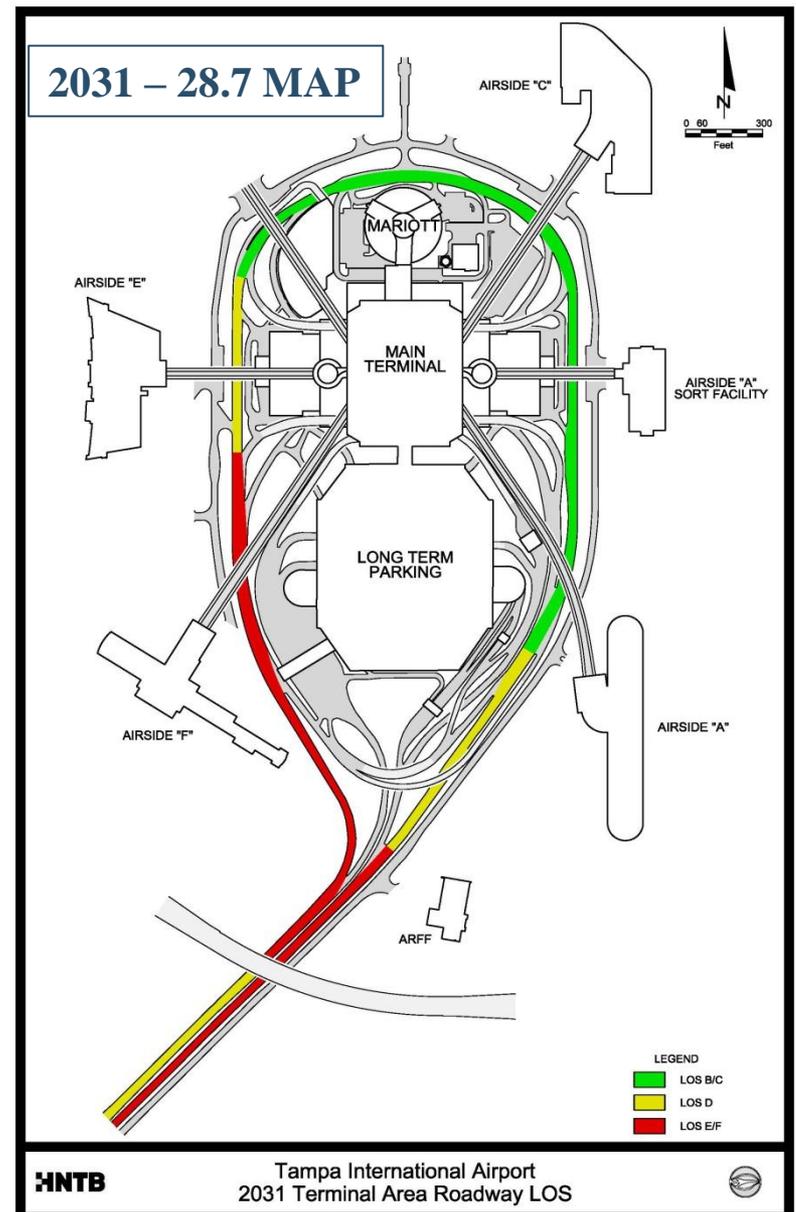
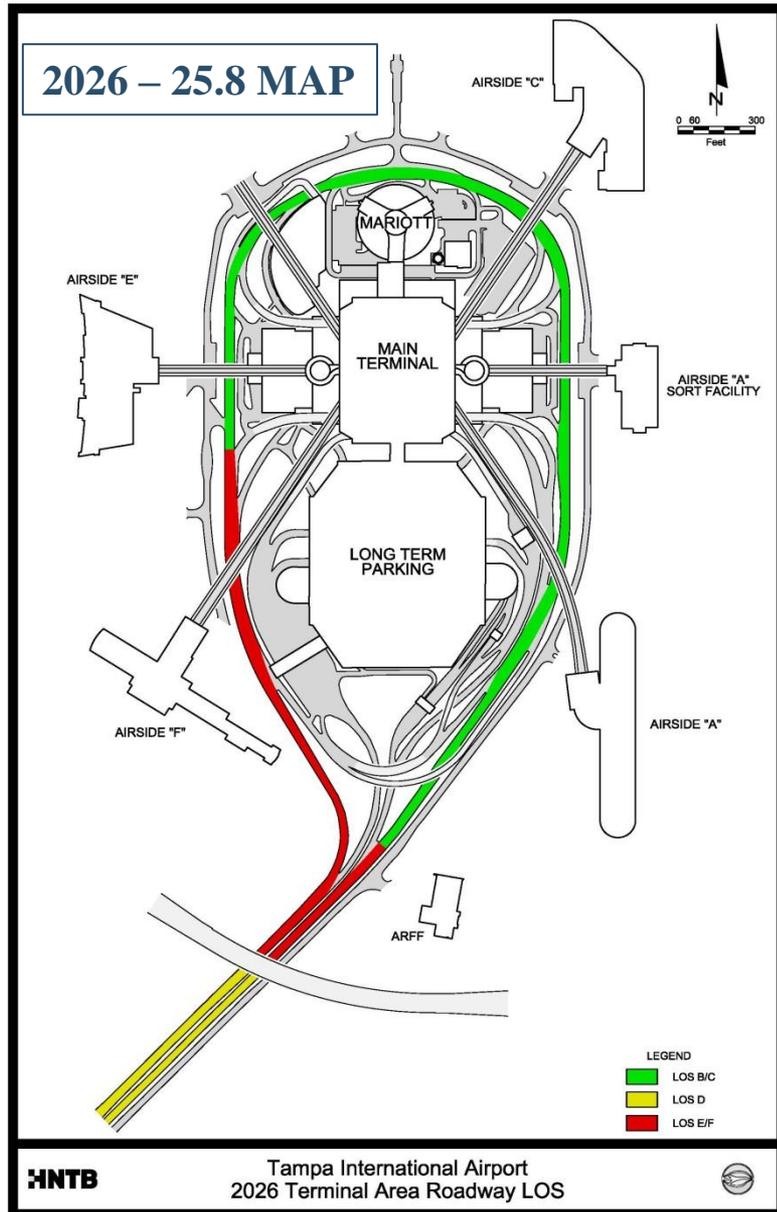


Blue Arrivals curb capacity needed at current 16.8 MAP (2012).

Roadway Requirements - 2016/2021



Roadway Requirements - 2026/2031



Present Deficiencies

- Safety concerns/ pedestrian vehicle conflicts.
- Constrains ability to provide Premium Service Availability.
- No Quick Turn Around (QTA) or ready car expansion capability.
- Inefficient QTA with limited queuing, stacking, storage and constrained access.
- Costly to operate & cannot accommodate new entrants.
- Key pick-up stop required due to configuration.
 - Adds time for customers.
 - “Keys Out” for Security Reasons.
- Peak period vehicle waits.
- Split operation for storage, maintenance and service facilities.
- Inefficient vehicle service travel times.
- In-terminal rental car expansion absorbs significant public parking.
- Congestion on roadways and curbside.
- Current facilities cannot meet 2016 demand.

Rental Car Requirements

YEAR							
	Full Rental Stalls (10x18)	Regular Counter Positions	Premium Counter Positions	QTA Fuel Positions	QTA Wash Bays	QTA Light Maintenance Bays	Maintenance & Storage Area (acres)
Existing Conditions*							
2011	1,900	84	4	114	13	0	53
Future Requirements**							
2016	2,200	60	11	78	12	20	35
2021	2,500	70	13	92	14	24	38
2026	2,900	78	15	100	16	28	42
2031	3,200	90	20	116	18	32	45

*Existing In-Terminal operations with current added south rental car facilities.

**Future Requirements based on efficiency of the consolidation of facilities.

Rental Car Alternatives

- **Alternative One - In Terminal Split Operation Similar to Existing**
 - The blue garage first level is at capacity for QTA and rental car ready stalls.
 - Requires taking one additional level in the long term parking garage and converting to rental car just to meet 2016 demand.
 - Long term parking is constrained without conversion to rental car use.
 - Moving vehicles to and from the south service area and from QTA to the red garage further congests roadways, is inefficient and increases cost.
- **Alternative Two - In Terminal Consolidated Facility**
 - Rental car counter and ready stalls require taking two floors of short term parking garage.
 - Significantly impacts short term parking capacity.
 - Requires extensive and costly expansion of the short term garage to replace lost parking and access.
 - Not a viable option due to parking requirements and construction complexity.

Rental Car Alternatives (cont.)

- **Alternative Three – North Terminal Area Facility**
 - Impacts only viable location for future significant terminal expansion.
 - Accessibility to north area is less desirable and less direct.
 - Requires relocation of other facilities – employee parking and or ARFF training facility.

- **Alternative Four – Economy Garage Conversion**
 - Garage not configured for rental car operations, extensive retro-fitting required.
 - Long term parking demand will generate need for full-time use of garage.
 - Garage presently needed for peak periods.
 - Development of new QTA facilities required.

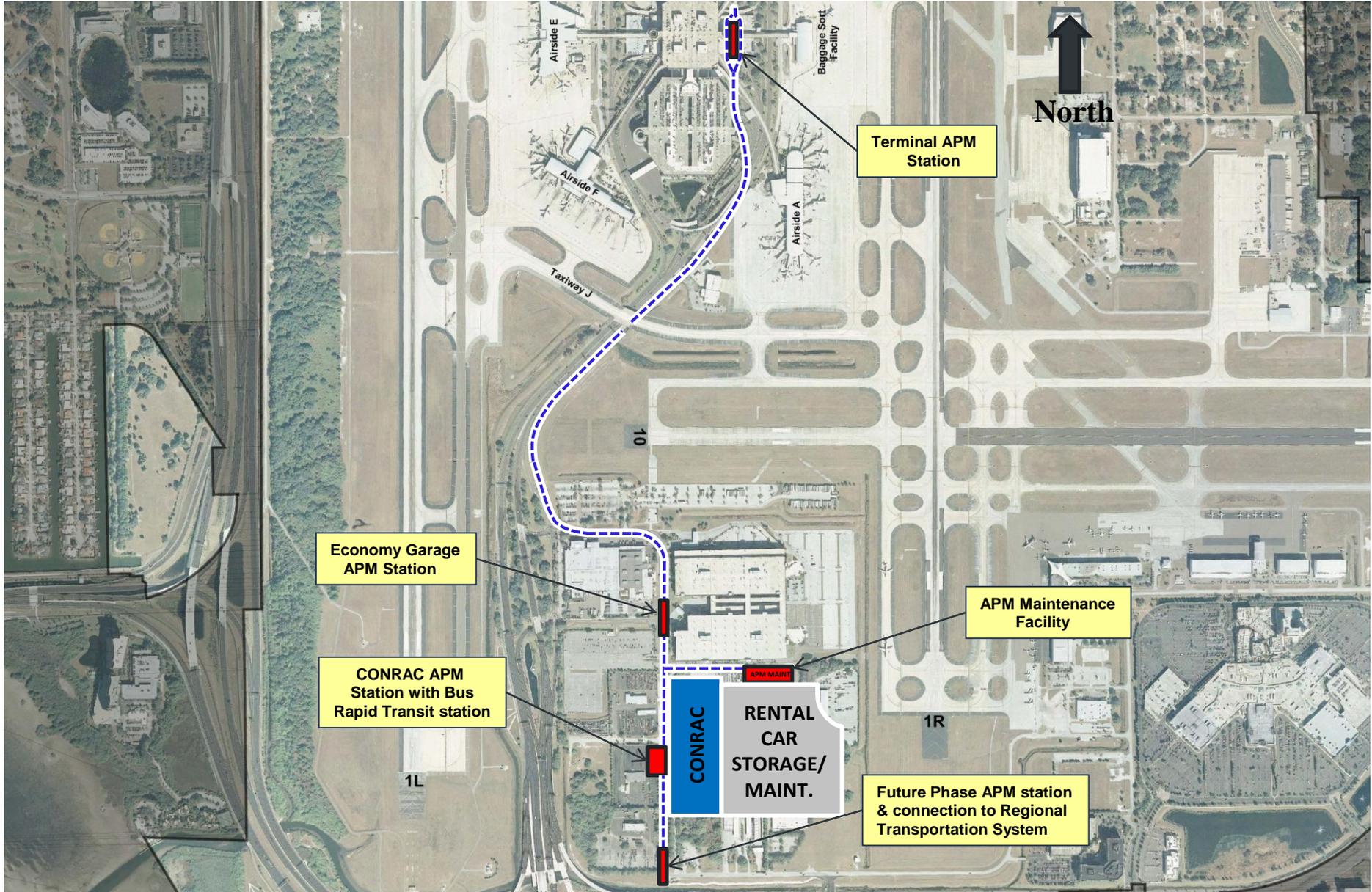
Rental Car Alternatives (cont.)

- Alternative Five – Consolidated Rental Car Facility – South Development Area
 - All rental car activities consolidated in a specifically designed facility.
 - Meets long-term demand and is expandable.
 - Increases capacity of curbside.
 - Significantly enhances efficiency of rental operations.
 - Significantly reduces terminal roadway congestion.
 - Returns approximately 1,200 parking spaces in Long Term Garage.
 - Connection via Automated People.

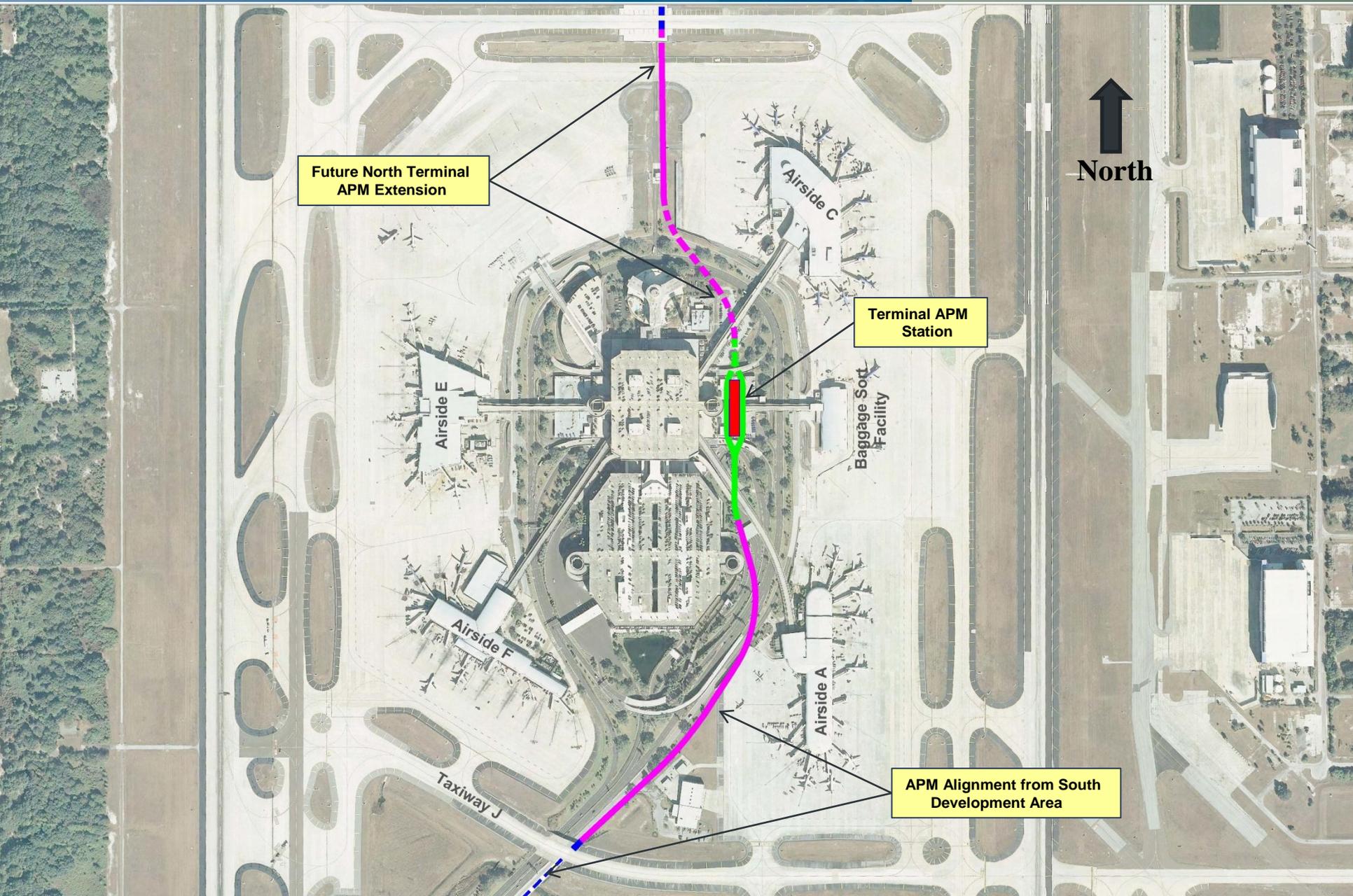
The APM will ensure efficient connectivity to the Main Terminal, focusing on providing ease of passenger movements, a high level of customer service and a means of interfacing with regional transit

- Bringing APM into terminal building analyzed, but not viable.
- Main Terminal Station adjacent to east side of building.
- Alignment avoids impacts to other APM's and roadways.
- Maximum grade is 4%.
- Sized to meet 28.7 MAP demand and is expandable.
- Enhances access to Economy Parking, future CONRAC and future uses in South Development Area.
- Accommodates future northerly extension of APM.

APM Alignment

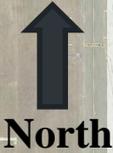


Terminal Vicinity APM Alignment



Future North Terminal
APM Extension

Terminal APM
Station



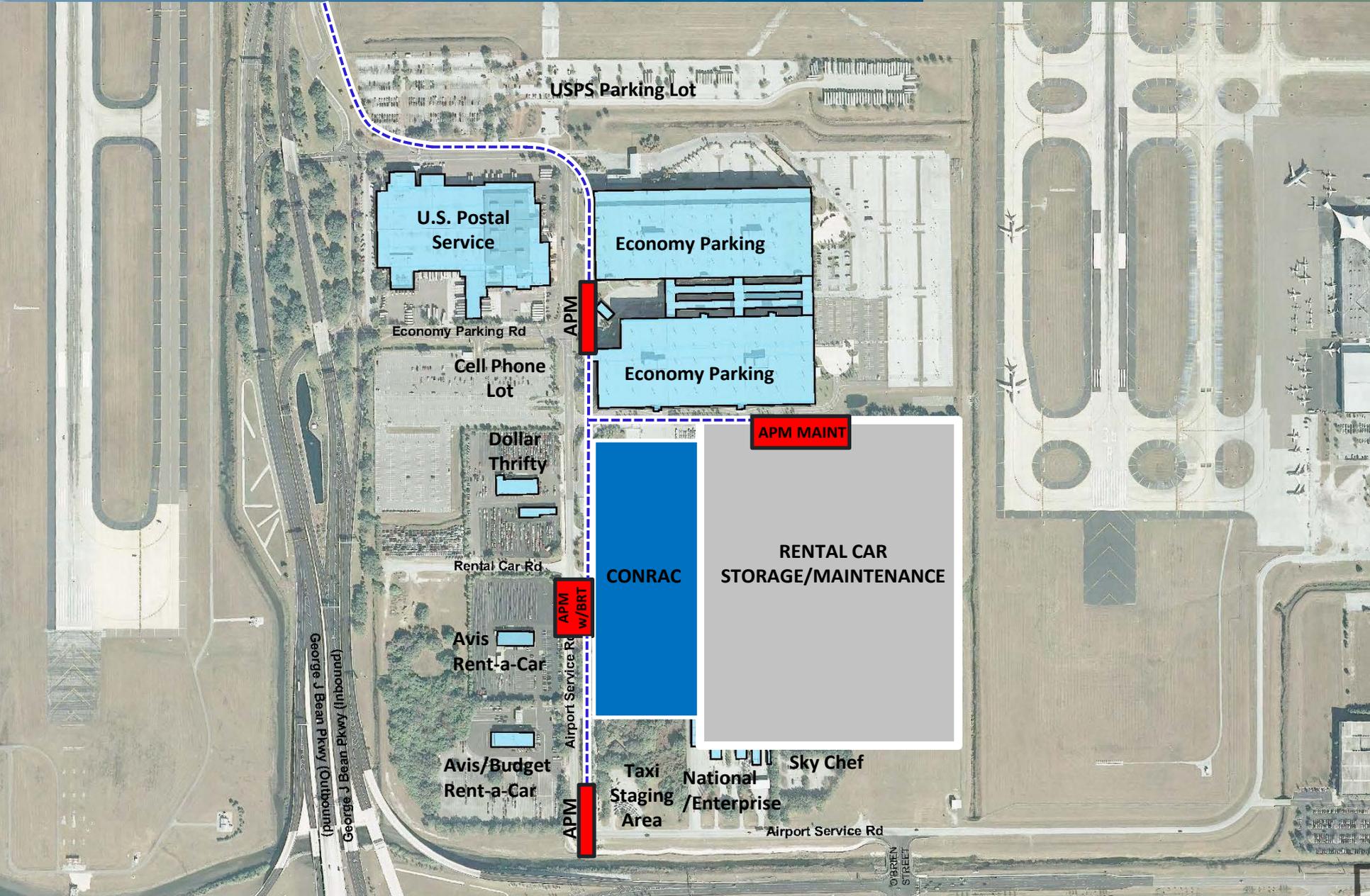
APM Alignment from South
Development Area

South Development Area Planning

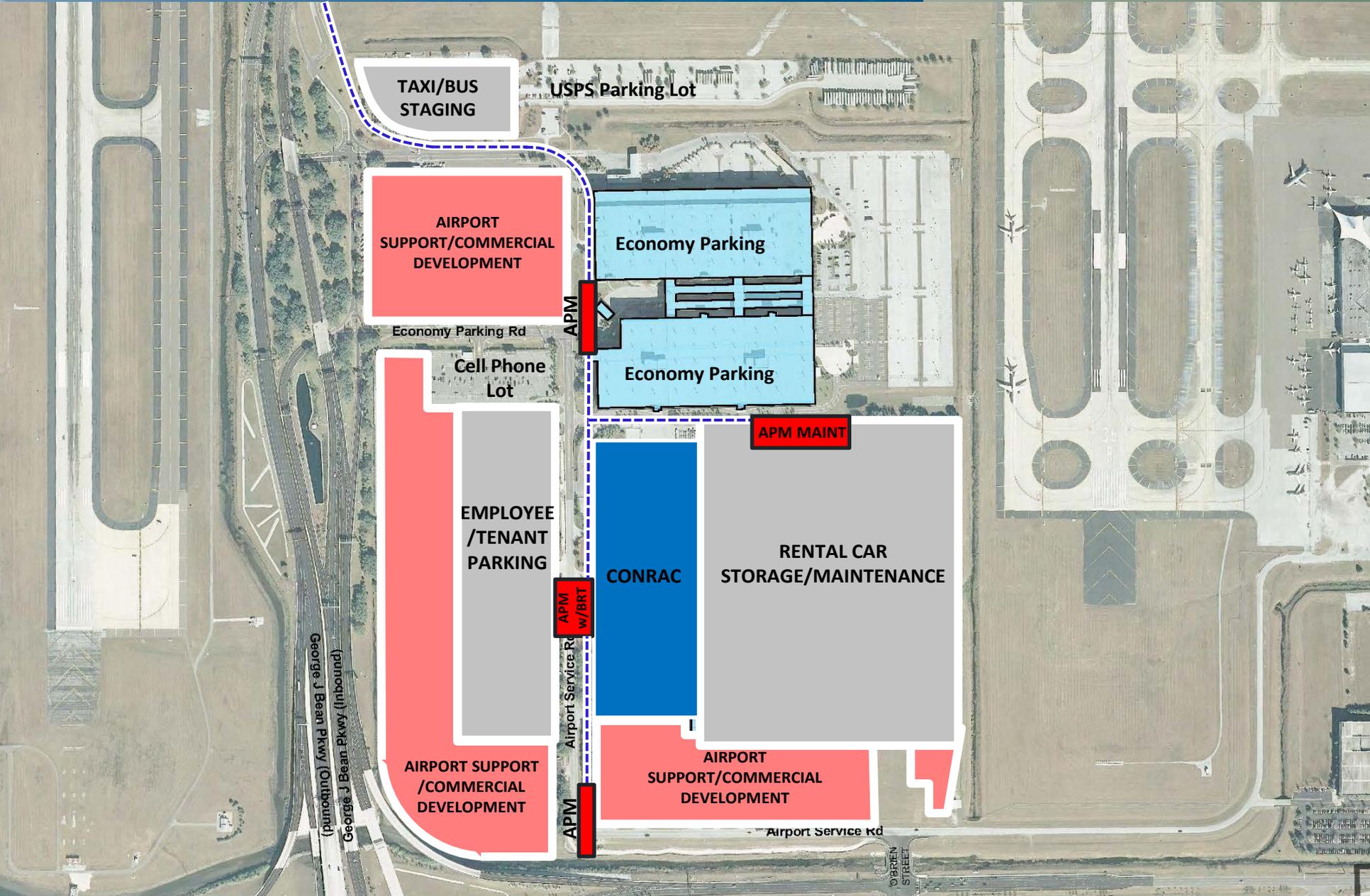
Targeted Uses and Guiding Principles

- Focus on Terminal Support Related Development as Priority!
- Enhance long-term viability of the Main Terminal Complex.
- Provide services and amenities for airport tenants and users.
- Regional accessibility to the airport thru South Development Area.
- Economic value for the community and diversifies revenues to support airport operations.

South Development Area Concept Plan



South Development Area Concept Plan



East Development Area Planning

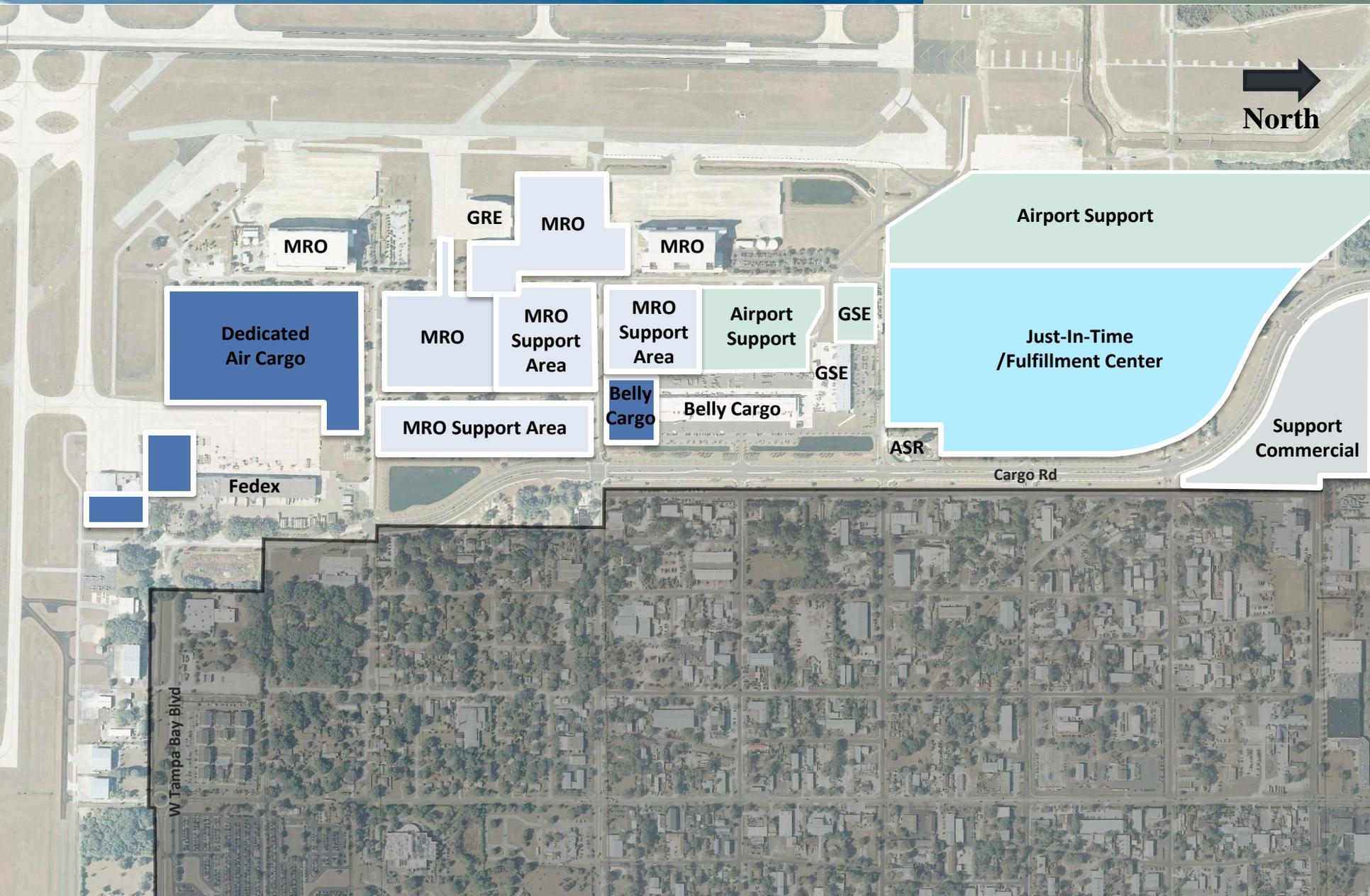
Targeted Markets and Guiding Principles

- Focus on Aviation Related Development!
- Benchmarking process defined uses.
- Identified Market MRO center of excellence concept.
- Provide for future Air Cargo demand and possible induced demand.
- Distribution/Just-in-Time fulfillment center use, (direct benefits to regional economy and workforce).
- Generate economic value to adjacent land.

East Side Development Area Concept



East Side Development Area Concept



- **Project Meeting Schedule:**

- Authority Board meeting presentation: October 4, 2012
- 2nd public workshop: October 25, 2012
St. Petersburg Marriott Clearwater Hotel
12600 Roosevelt Boulevard North in St. Petersburg
- 2nd stakeholder meeting: October 25, 2012
Aviation Authority board room
- Briefing to HCAA Board: December 6, 2012
- Final public workshop and stakeholder meetings: December 12, 2012
Meeting Location TBD
- Complete master plan: February 2013

- **Questions**

- **Comments**

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