

# Tampa International Airport

## Master Plan Update – Final Recommendation

### April 4, 2013

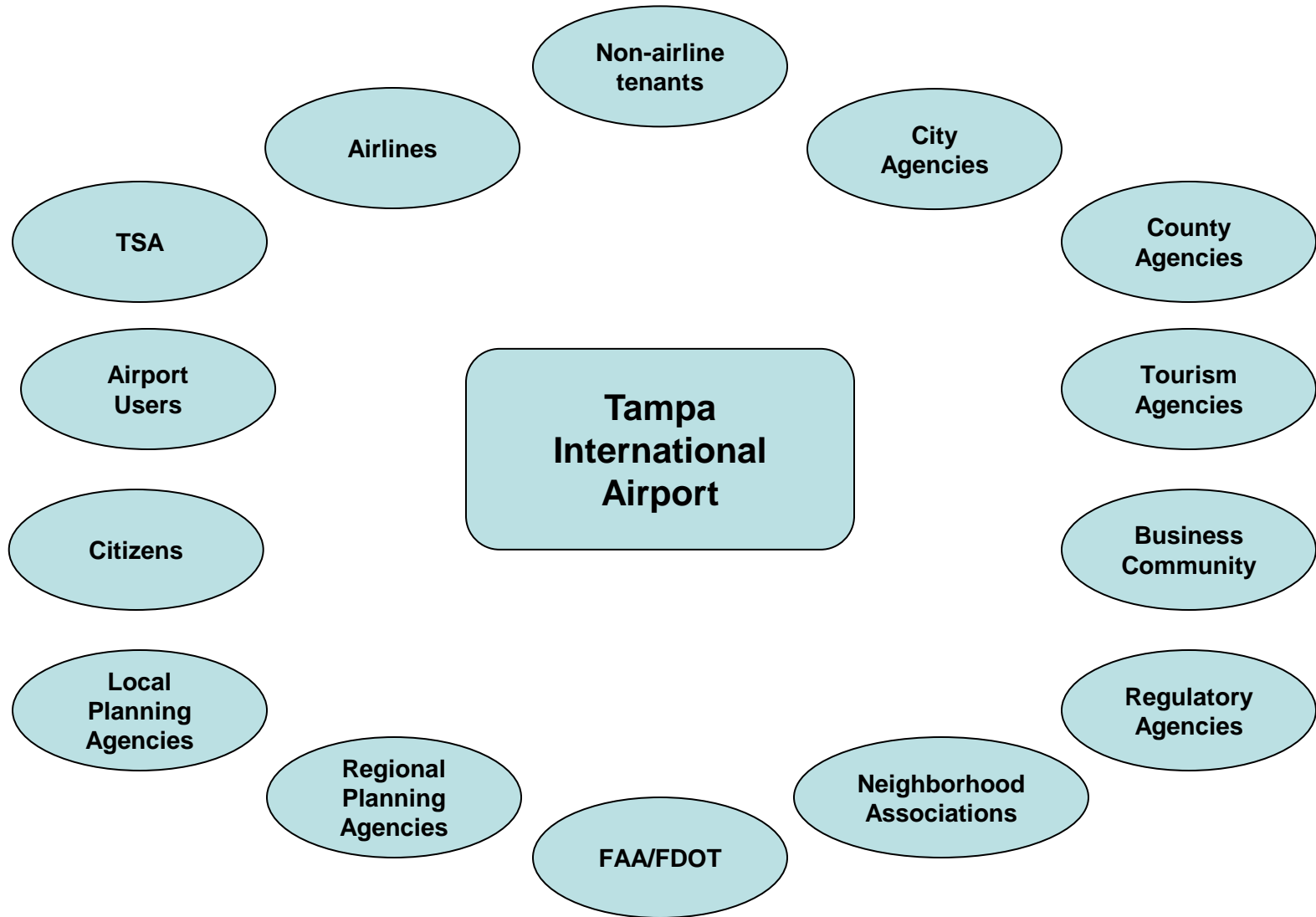


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## Master Plan Primary Objectives

- We must grow in an affordable and flexible way
- Understand cause of curbside and roadway congestion and explore solutions
- How can we create a more efficient and customer friendly rental car experience while allowing for growth
- **Study opportunities for growth in the existing main terminal building**
- How do we accommodate International growth over the next 20 years
- Do we have real estate parcels that can be used for non aviation commercial rentals, to diversify our revenue base
- How will this project accommodate community transit options.

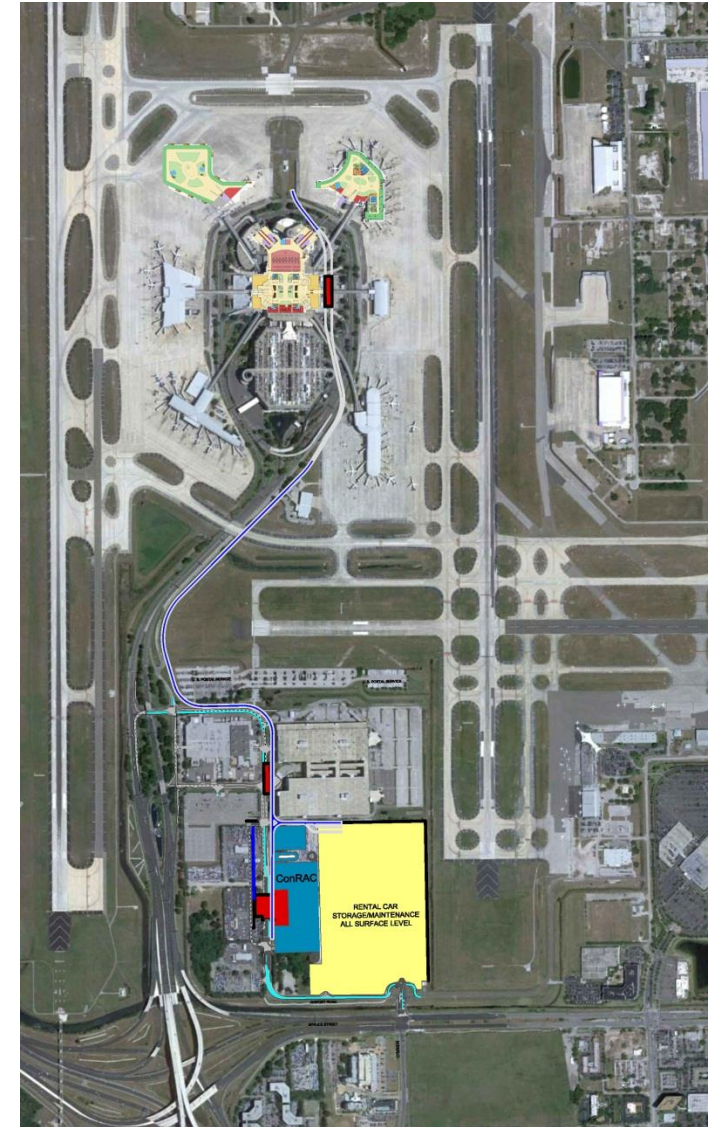
## A Collaborative Approach



## Master Plan Status Review

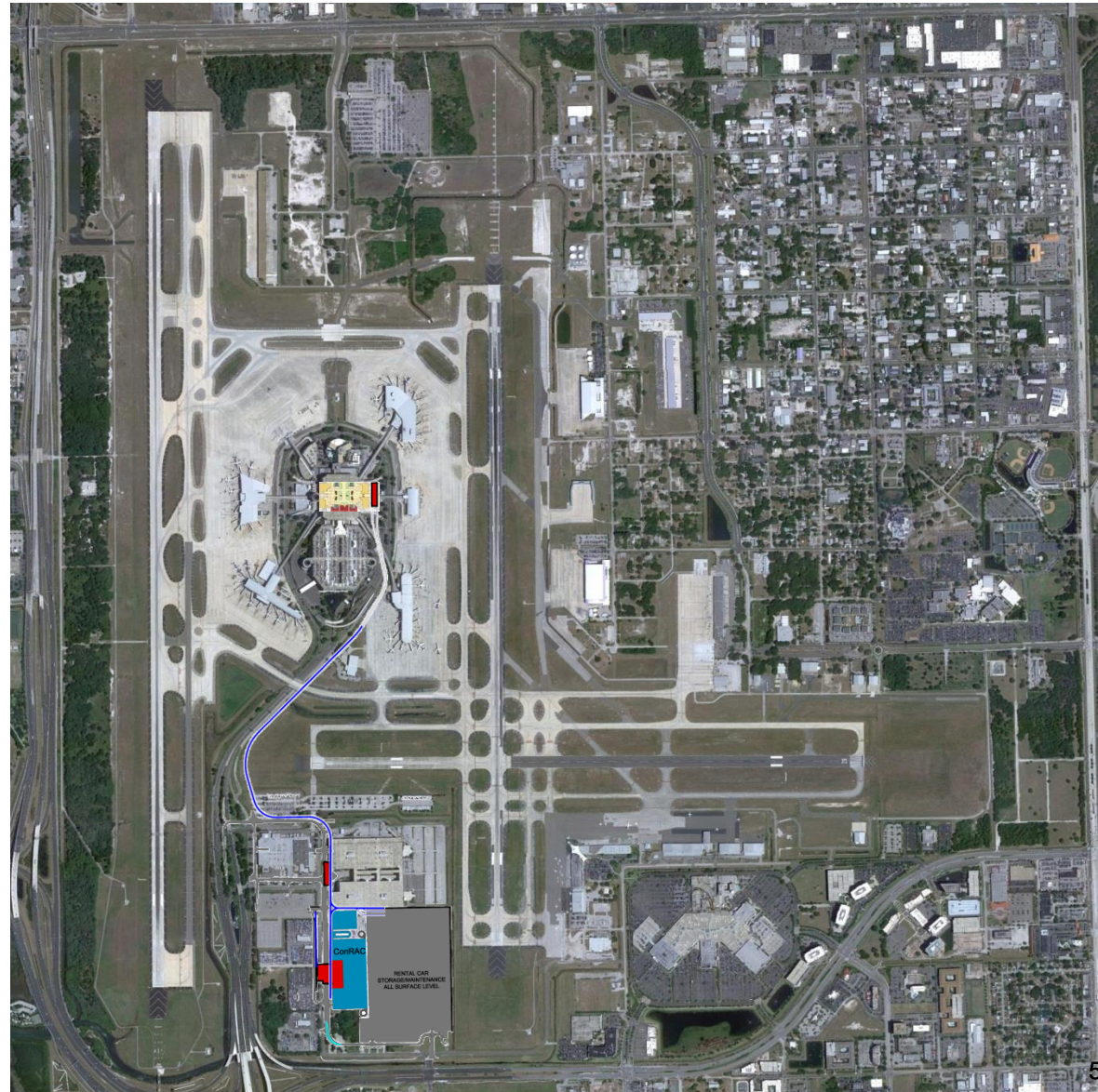
### Current Master Plan Update

- Expansion is demand driven and scalable
- Cost effective with lower initial annual O&M expenses
- Decongest main terminal, curbside, roadways and rental car facilities
- Adhere to core aspects of the original terminal design:
  - Maintain passenger convenience and comfort
  - Keep walking distances under 700 ft
  - Modular Expansion
  - Maintain automated people mover concepts
- If all projects are implemented, current facilities are estimated to accommodate up to 34.7MAP (2041)
- Master plan 20 year CIP project cost \$2.5 billion
- Preserves North Terminal site for future generations



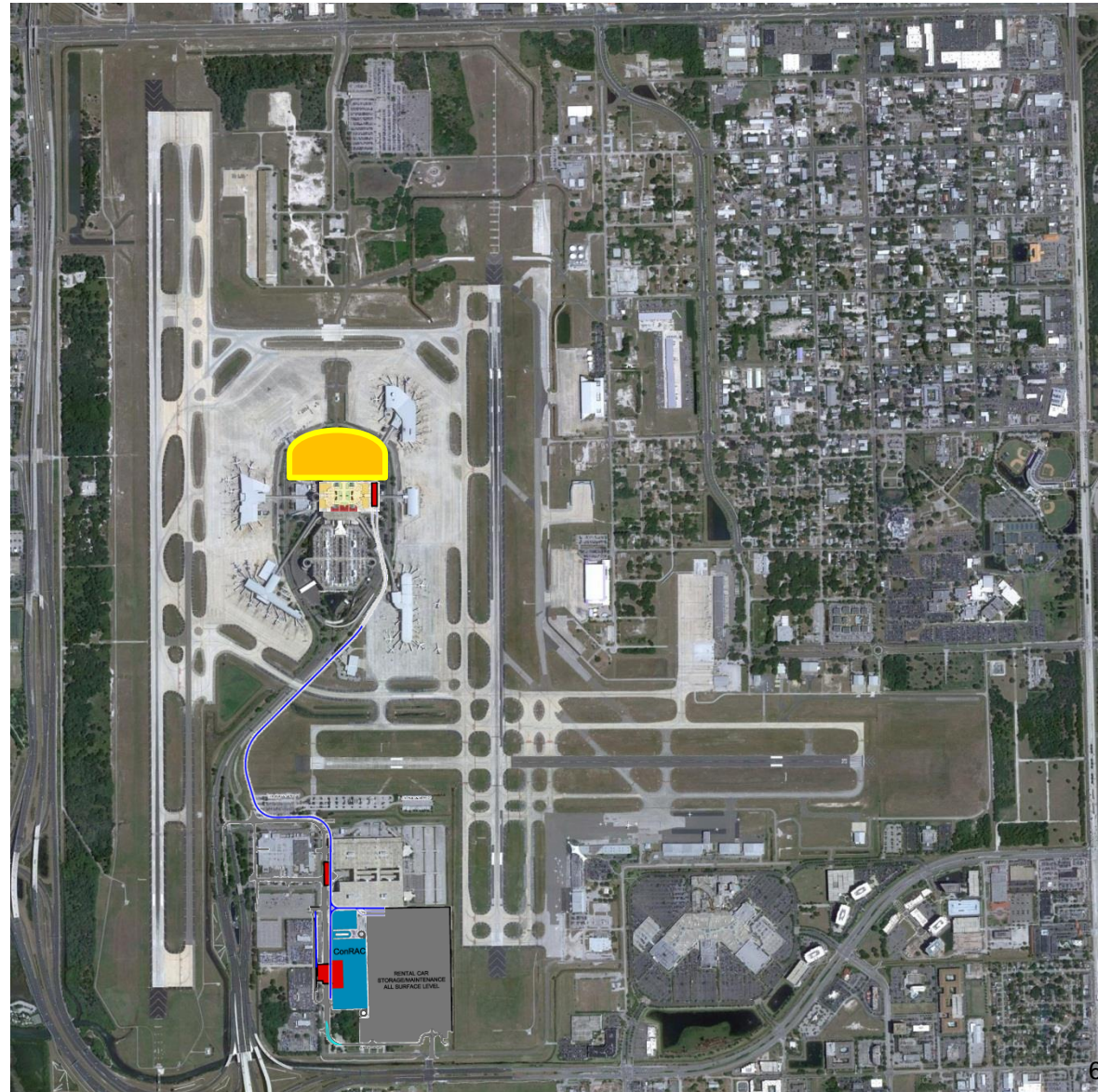
## Phase I: Decongestion

- Consolidated Rental Car Facility
- Automated People Mover
- Transfer Level Expansion and Concessions Redevelopment
  
- Cost: \$841 Million
  
- Jobs created: 9,000+



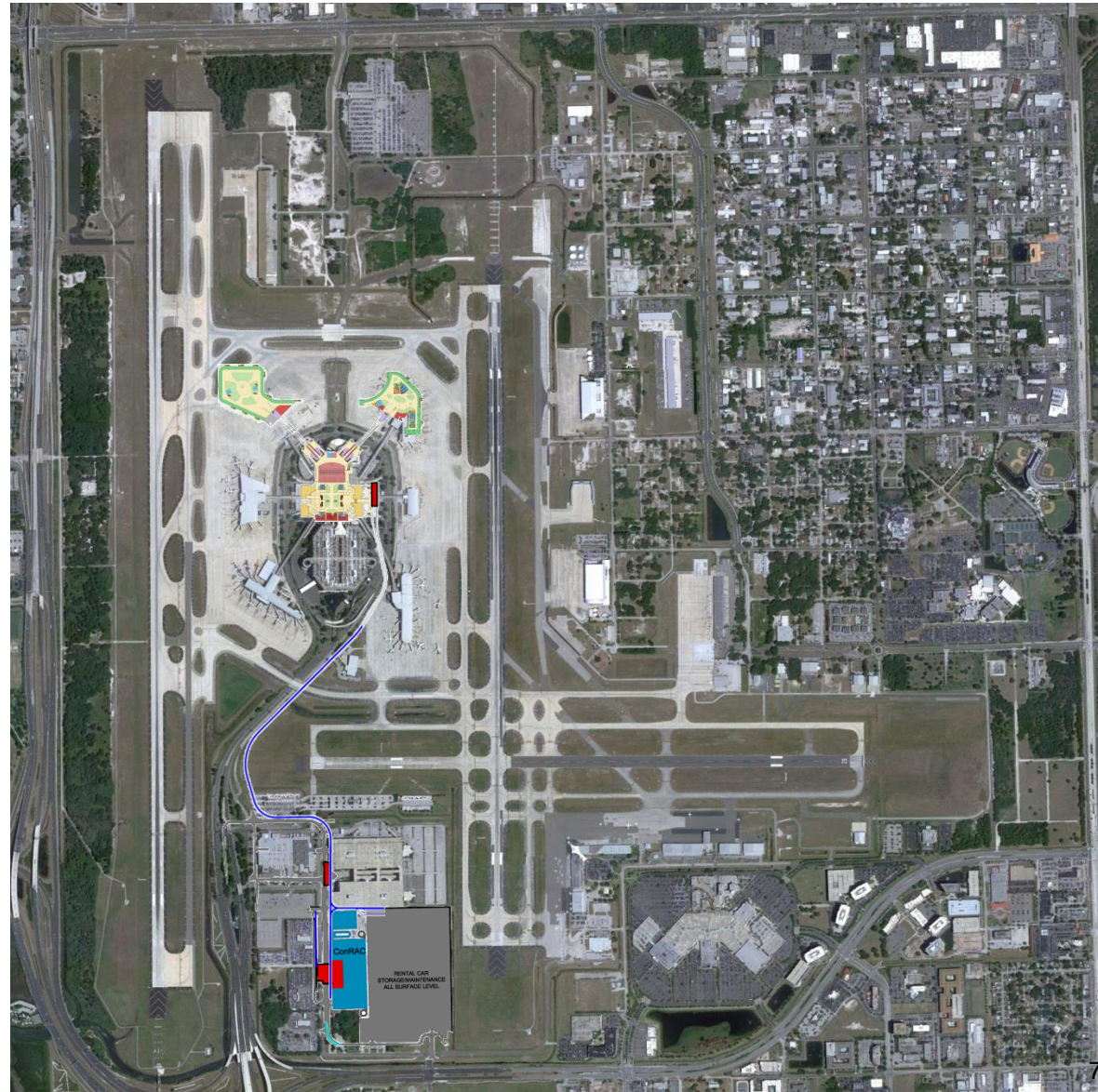
## Phase II: Enable

- Replace Air Traffic Control Tower
- Relocate HCAA Service Building Offices
- Replace Hotel
- Demolish Red Side Garage and prepare site for Terminal Complex Expansion
  
- Cost: \$452 Million
- Jobs created: 4,000+



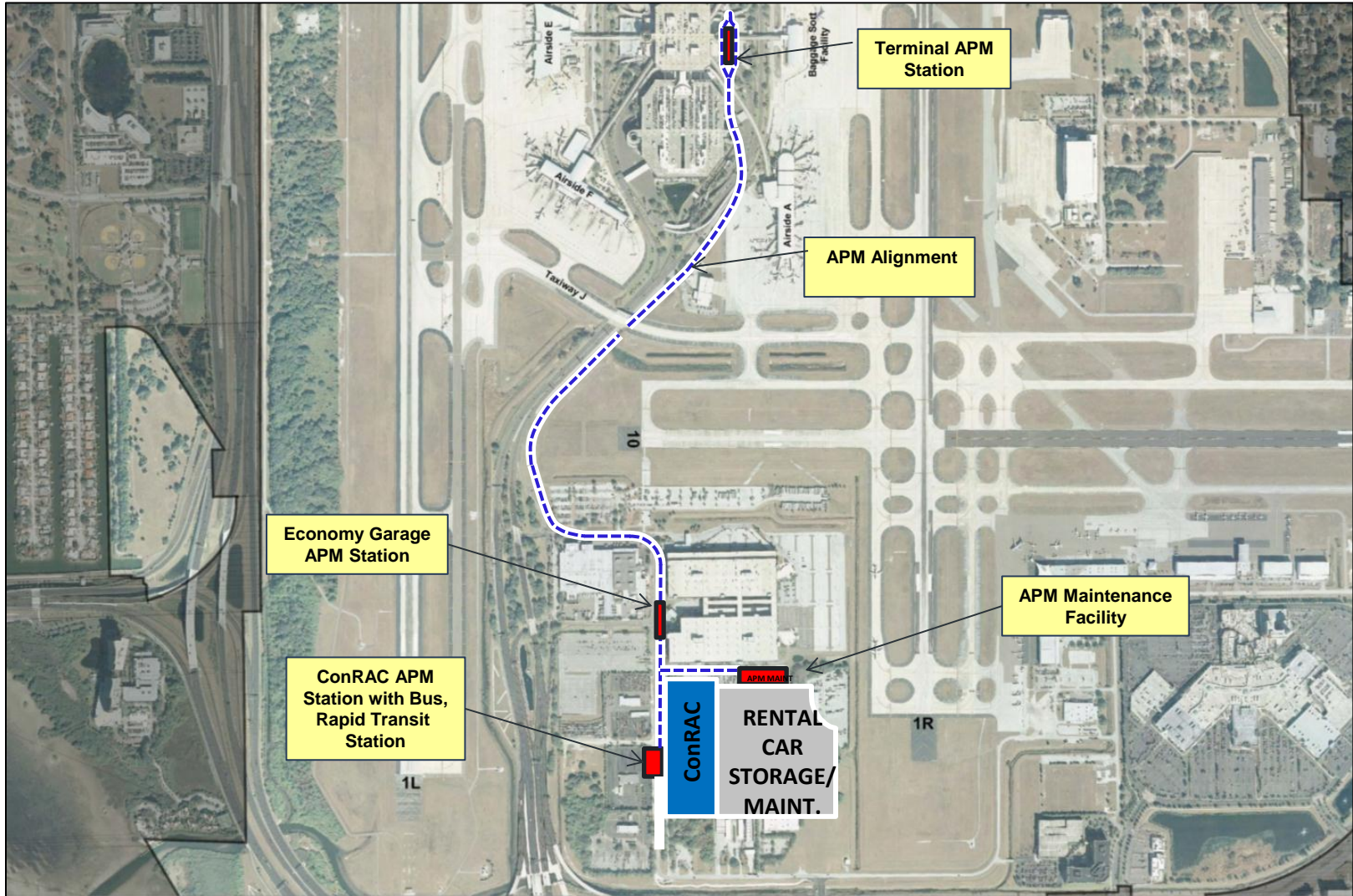
## Phase III: Expansion

- North expansion of Main Terminal
- New Airside D and Expand Airside C
- New CBP/FIS in Main Terminal
- Cost: \$1.2 Billion
- Jobs created: 13,000+



# Master Plan Phase I: Decongestion

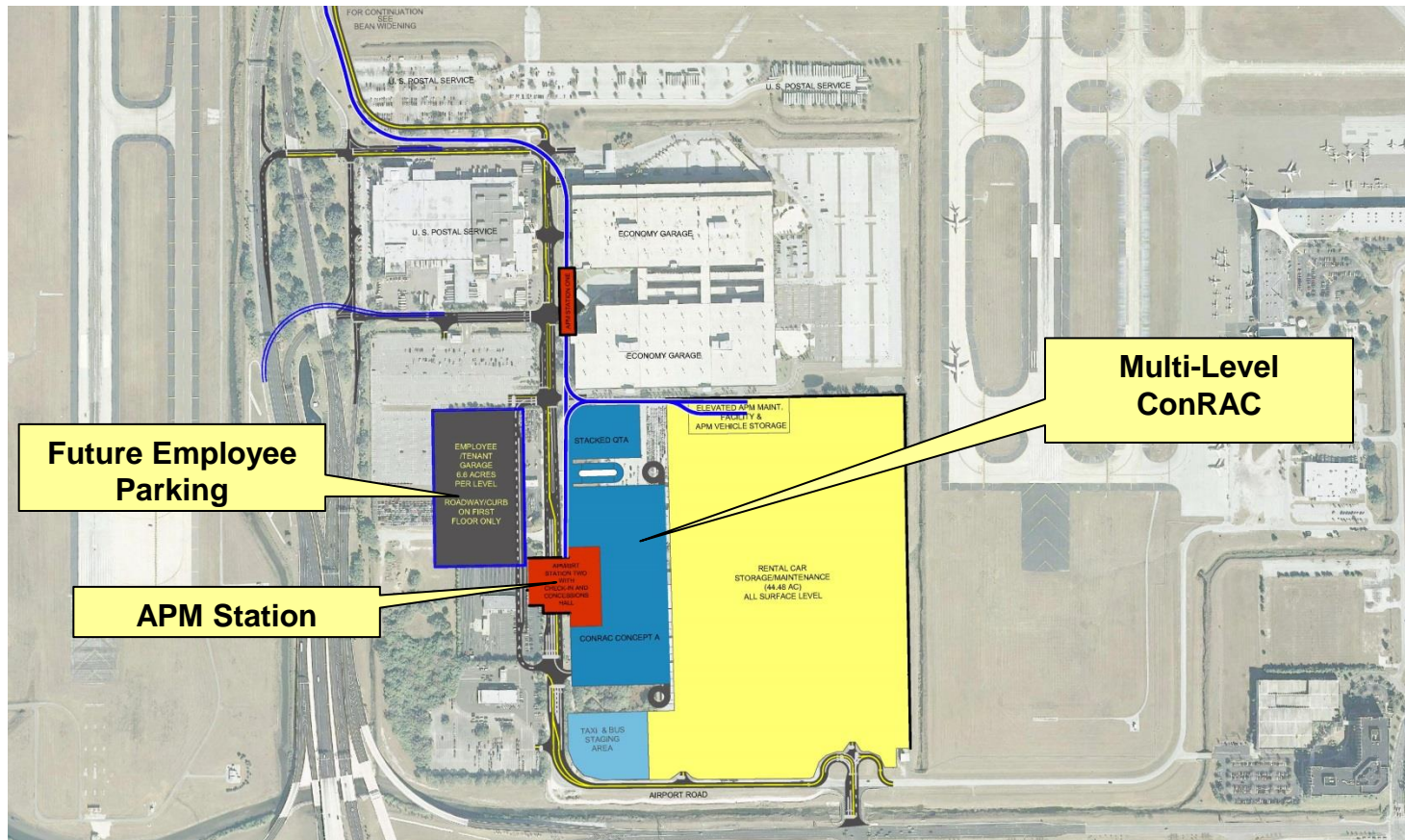
## Consolidated Rental Car Facility with APM





# Master Plan Phase I: Decongestion

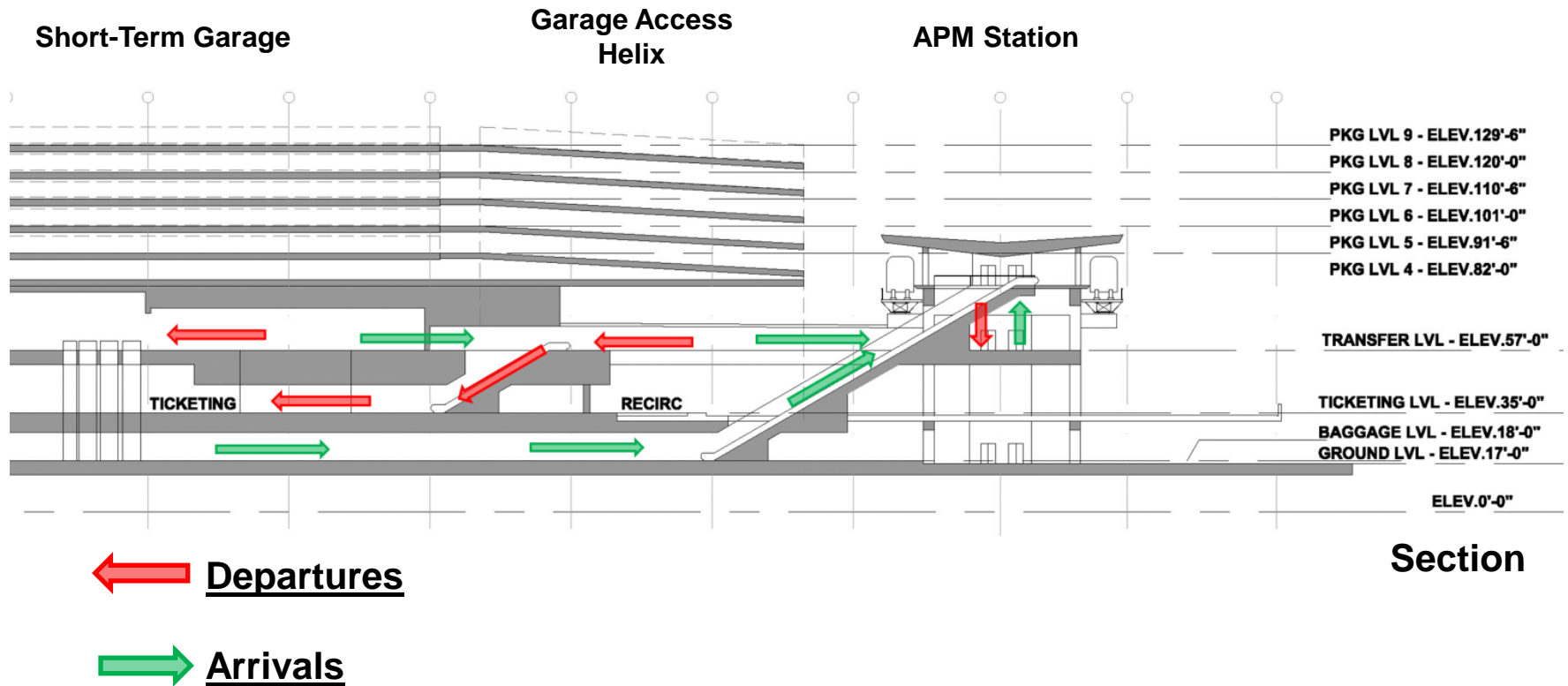
## Consolidated Rental Car Facility with Multi-level QTA



- Multi-Level Rental/Return Garage sized to meet current and future needs
- Ability to expand incrementally as demand dictates
- Total development site is 57 acres. Surface storage/maint. is 44 acres

# Master Plan Phase I: Decongestion

## Main Terminal Automated People Mover Station



## Master Plan Phase I: Decongestion Conceptual Rendering – Automated People Mover at Main Terminal Station



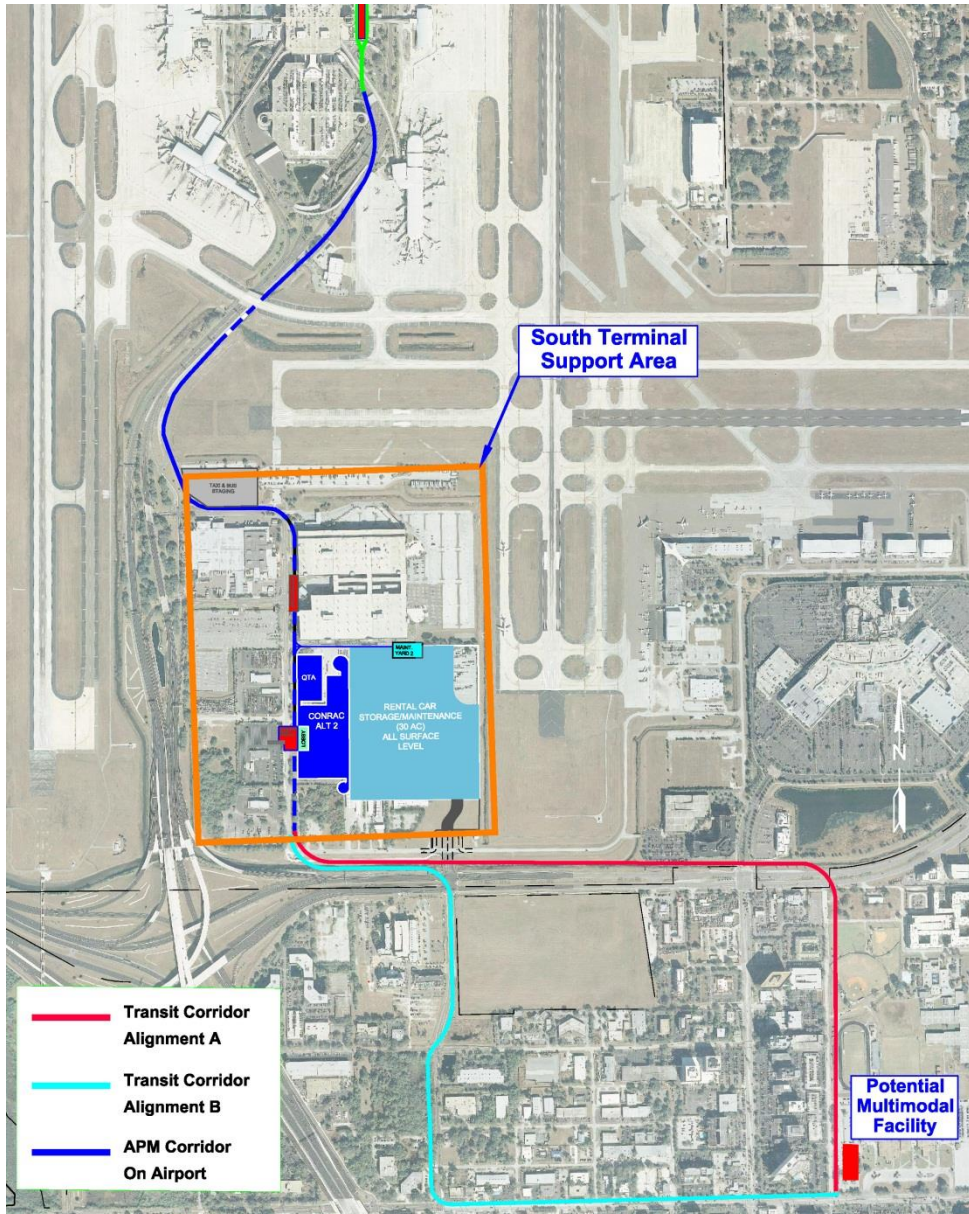
## Master Plan Phase I: Decongestion Conceptual Rendering – Automated People Mover Main Terminal Station



## Master Plan Phase I: Decongestion Conceptual Rendering – Consolidated Rental Car Center



## APM Alignment to Potential Multimodal facility



**Connection to multimodal center**  
**Conceptual Rendering – Cypress Street looking east at Westshore Blvd.**



## Master Plan Phase I: Decongestion Consolidated Rental Car / Automated People Mover Development Schedule

### ConRAC / APM Development Schedule

DATE	EVENT
March 2013	Meet with Airlines and Rental Car agencies to review final Master Plan and ConRAC conceptual costs
April 4, 2013	Present Master Plan and ConRAC to Aviation Authority Board for Approval
April 2013	Begin Advertising for Design Builder
April 2013	Begin FAA Environmental Assessment Begin Advertising for Program Manager & Rental Car Technical Liaison
July 2013	Present Project for FY 2014 CIP
October 2013	Begin conceptual Planning and Design
Fall 2017	ConRAC Complete

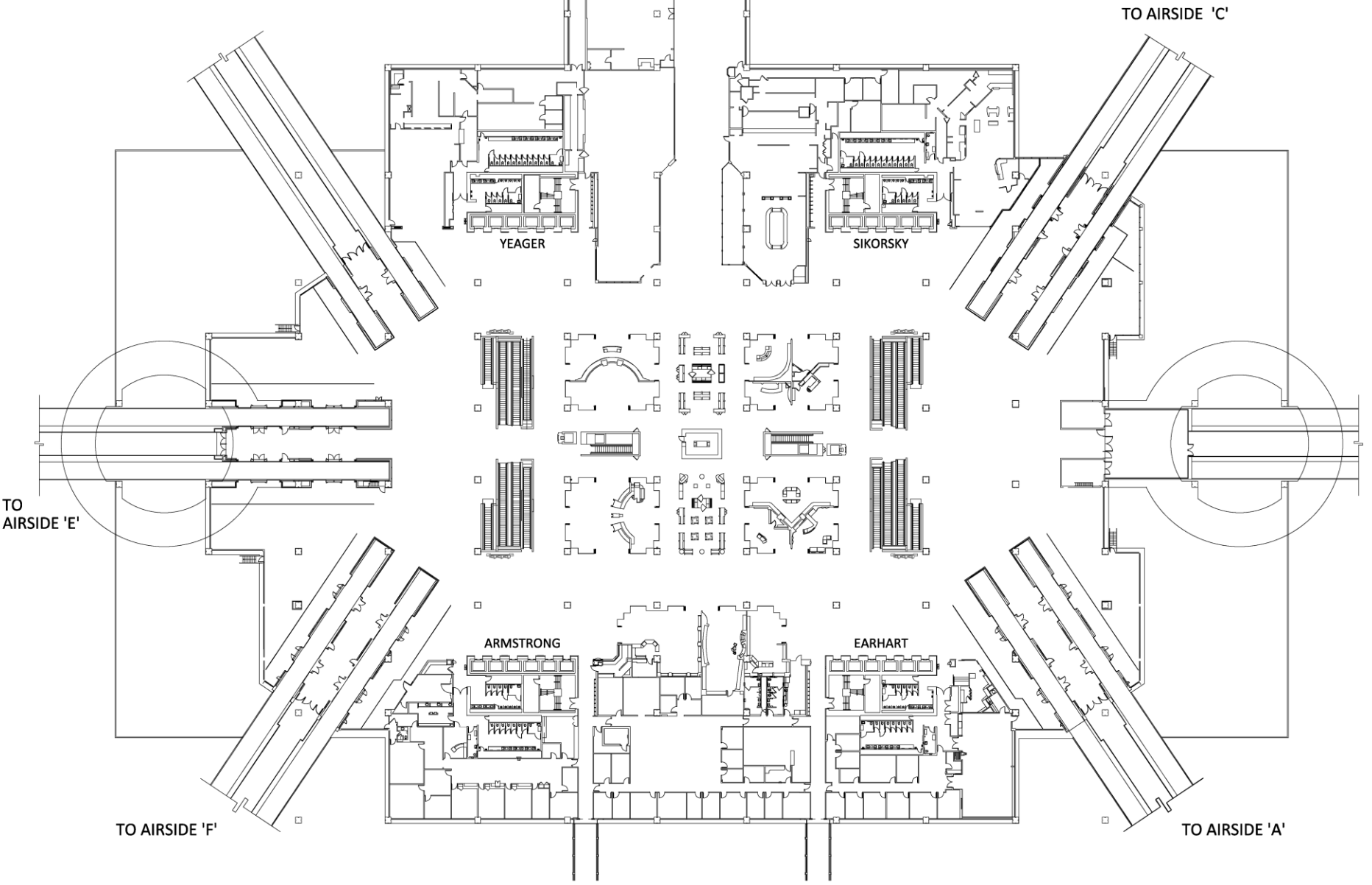


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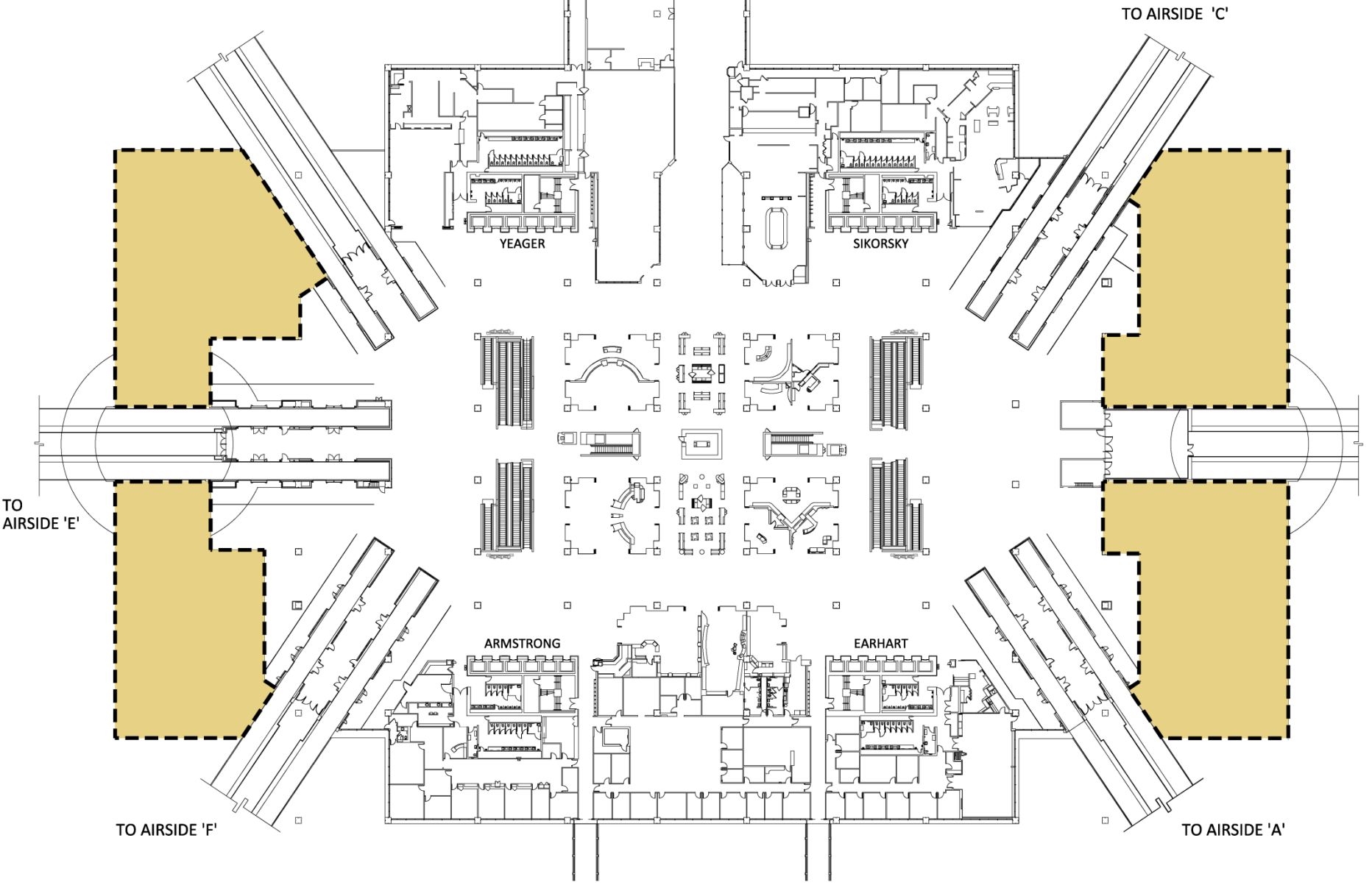
## Master Plan Phase I: Decongestion

### Transfer Level Expansion and Concessions Redevelopment Program

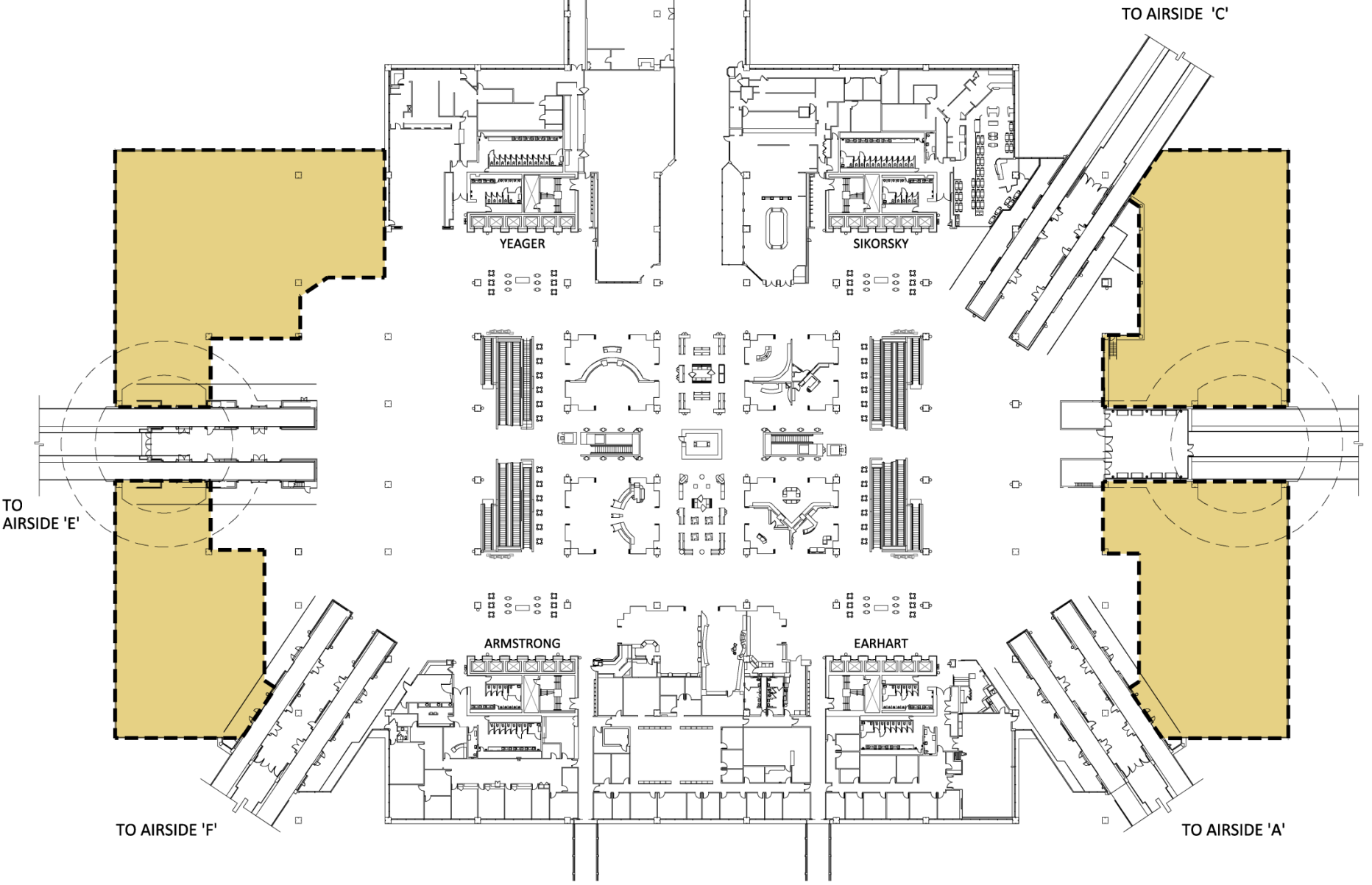
- Master Plan identified that the transfer level circulation space reaches level of service D at approximately 19 MAP or 2017
- FY 2013 budget includes 30% Design for the following:
  - Transfer level floor plate expansion, shuttle lobby relocation and general refurbishment
  - Ticket and baggage claim level way-finding signage and seating improvements
  - Concessions redevelopment at Main Terminal and Airsides
- FY 2014 budget will include final Design and Construction:
  - Current budget for this program is \$90,331,000



EXISTING TRANSFER LEVEL FLOOR PLAN



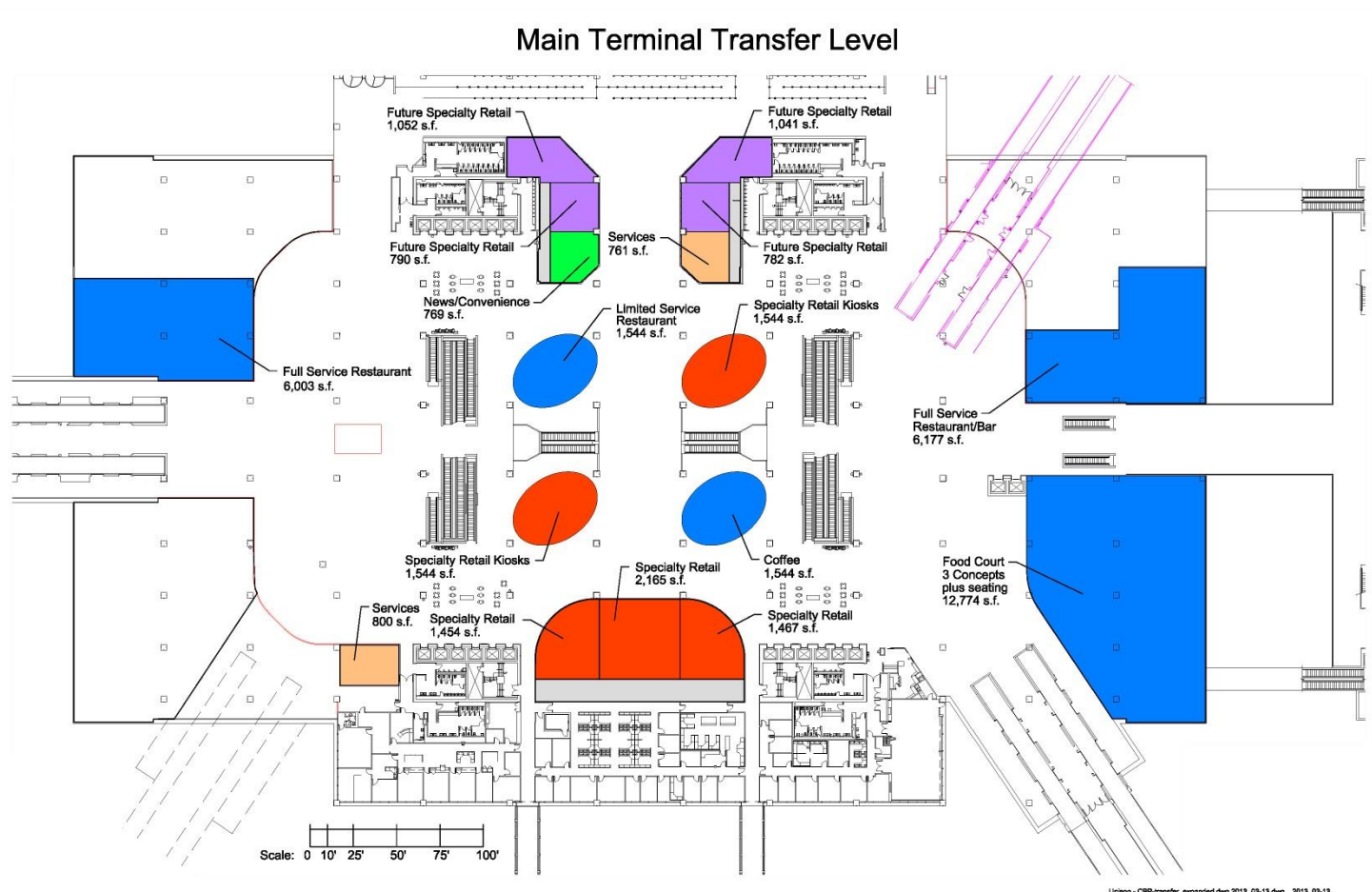
 AREA FOR EXPANSION



**SHUTTLE LOBBY MODIFICATIONS**

# Master Plan Phase I: Decongestion

## Transfer Level Concessions Redevelopment Program



## Master Plan Phase I: Decongestion Transfer Level Concessions Redevelopment Program



## Master Plan Phase I: Decongestion Transfer Level Expansion and Concessions Redevelopment Program

### Transfer Level Expansion and Concessions Redevelopment Program Schedule

DATE	EVENT
March 2013	Meet with Airlines and Rental Car agencies to review final Master Plan and ConRAC costs
April 4, 2013	Present Master Plan and Atkins design contract for Transfer Level Expansion and Concessions Redevelopment Program to Aviation Authority Board for Approval
July 2013	Present Project for FY 2014 CIP *with Airline Consideration
August 2013	Begin Advertising for Design Builder
December 2013	Complete 30% Design
February 2014	Design builder commences final design
August 2014	Begin construction
April 2017	Construction complete

## Master Plan Phase I: Decongestion

### Phase I Master Plan Cost Estimates

#### Master Plan CIP Projects – Phase I (Current to 2018)

Title	Cost
ConRAC Development Program	\$298,200,000
APM Guideway, Infrastructure and Stations	\$387,600,000
Taxiway J Bridge Reconstruction	\$30,700,000
South Terminal Support Area Roadway Improvements	\$12,000,000
Reclaim Long Term Parking from former RAC Facilities	\$6,200,000
Transfer level Expansion and Concessions Redevelopment Program	\$90,300,000
Shared Use Passenger Processing System Phase I	\$3,100,000
Other Master Plan Projects	\$13,400,000
TOTAL:	\$841,500,000



# Master Plan Phase II: Enabling

(2018 – 2023)

## Master Plan Phase II: Enabling Clearing the path for Terminal Complex Expansion

- Master Plan identifies that Airside F, Airside C, and other Terminal Complex facilities reach level of service D starting at 22 MAP or 2020. The following recommendations are made:
  - Replace Air Traffic Control Tower and TRACON
  - Relocate HCAA Service Building Offices
  - Replace Hotel
  - Demolish Red Side Garage and prepare site for Terminal Complex Expansion
- Plan ensures Airport is flexible and ready to grow when/if needed.



## Master Plan Phase II: Enabling Phase II Master Plan Cost Estimates

### Master Plan CIP Projects – Phase II (2018 to 2023)

Title	Cost
New ATCT and TRACON	\$59,700,000
HCAA offices in South Terminal Support Area	\$37,800,000
Replacement Hotel	\$45,000,000
Employee parking in South Terminal Support Area	\$109,400,000
Demolish Red side garage, ATCT, Hotel and Service Building	\$20,800,000
Other Master Plan Projects	\$179,300,000
TOTAL:	\$452,000,000

# Master Plan Phase III: Expansion

(2020 – 2028)

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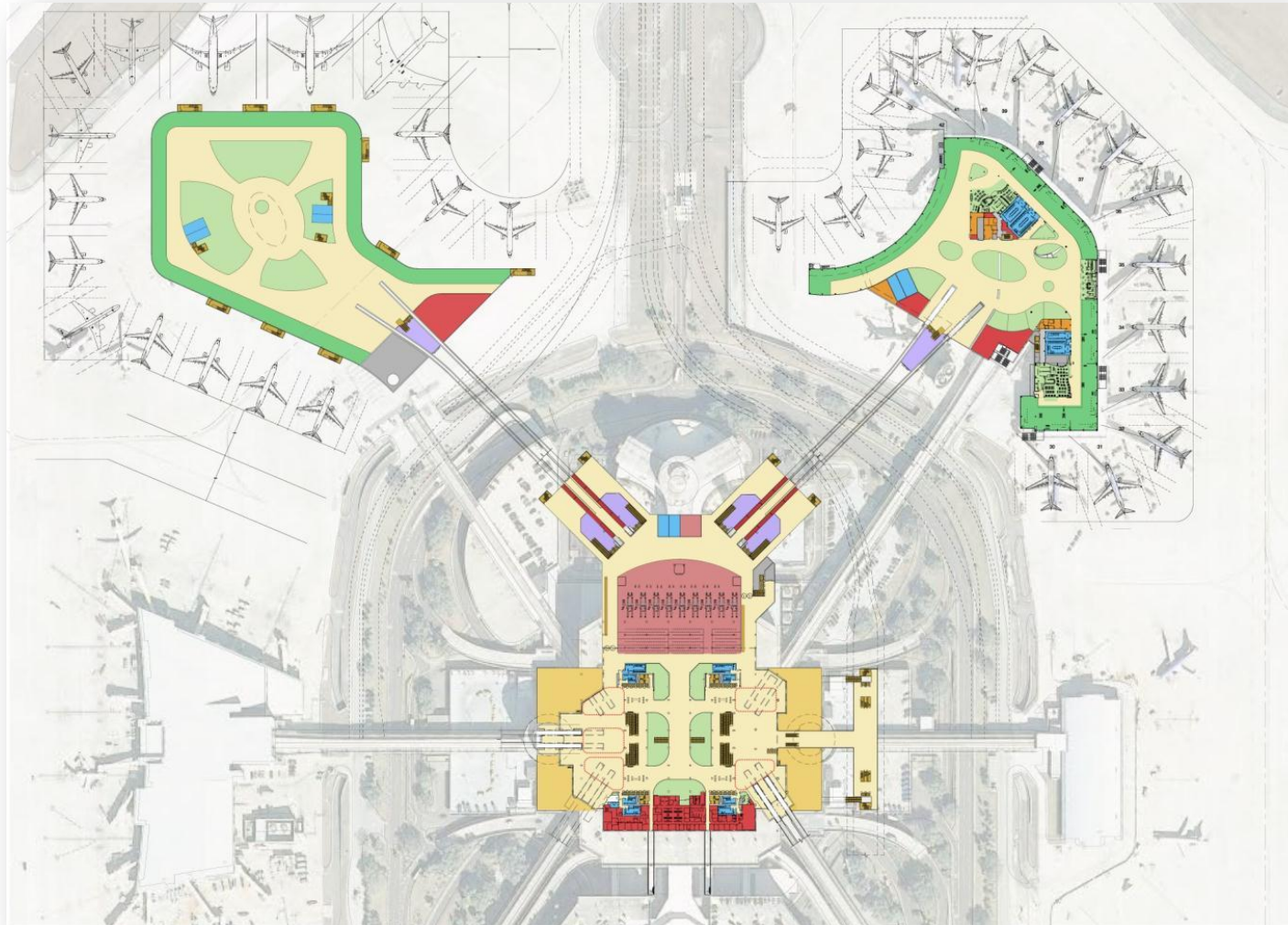
## Master Plan Phase III: Expansion

### Terminal Complex Expansion

- With the enabling projects complete, the stage is set to build the Terminal Complex to its full potential:
  - North Expansion of Main Terminal
  - New Airside D and Expansion of Airside C
  - New Shuttle for Airsides C & D
  - New CBP/FIS in Main Terminal
- Plan ensures Airport is flexible and ready to grow when/if needed.

## Master Plan Phase III: Expansion

### Terminal Complex Expansion: Main Terminal, Airside D, and Airside C



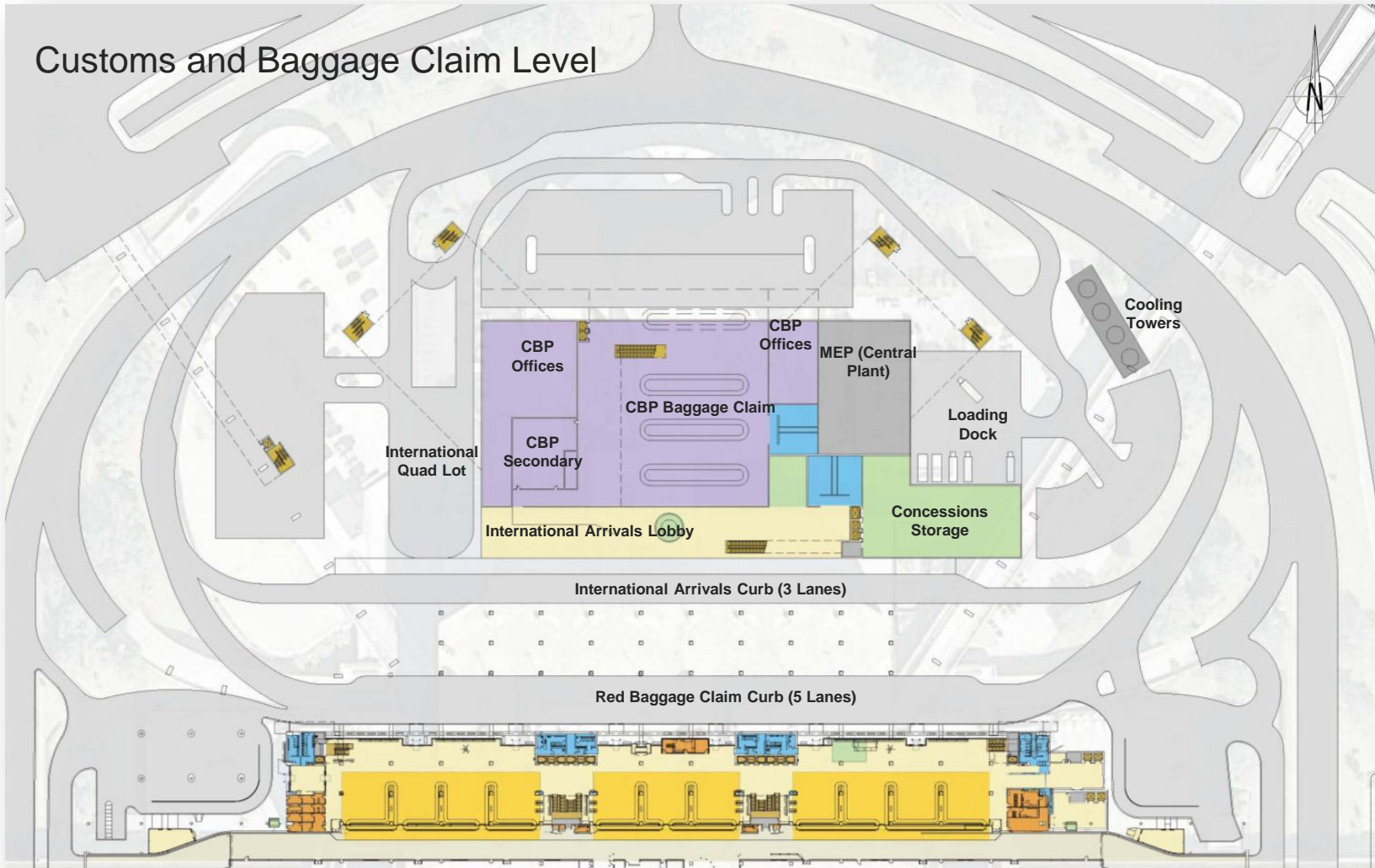
# Master Plan Phase III: Expansion

## Terminal Complex Expansion: Main Terminal, Airside D, and Airside C



# Master Plan Phase III: Expansion

## Terminal Complex Expansion: Main Terminal, Airside D, and Airside C





## Master Plan Phase III: Expansion Phase III Master Plan Cost Estimates

### Master Plan CIP Projects – Phase III (2020 to 2028)

Title	Cost
North Expansion of Main Terminal	\$126,000,000
New Airside D and Expansion of Airside C	\$361,600,000
New Shuttle for Airsides C & D	\$277,700,000
New CBP/FIS in Main Terminal	\$139,200,000
Other Master Plan Projects	\$294,200,000
TOTAL:	\$1,198,700,000

### Master Plan CIP Projects – Phase I, II and III

	Cost
TOTAL All Projects	\$2,492,200,000



# Business Plan Preview

## Master Plan Status Review

### Current Master Plan Anticipated Deployment Phases

- **Phase I: Decongestion** (Today – 2018) **\$841 Million**
  - Consolidated Rental Car Facility
  - Automated People Mover
  - Transfer Level Expansion and Concessions Redevelopment
  
- **Phase II: Enabling** (2018 – 2023) **\$452 Million**
  - Hotel & Service Building Demolition and Replacement
  - Air Traffic Control Tower
  - Employee Parking Structure
  
- **Phase III: Expansion** (2020 – 2028) **\$1.2 Billion**
  - North Expansion of Main Terminal
  - Airside D and Airside C Projects
  - New CBP/FIS in Main Terminal
  
- **Total** **\$2.5 Billion**

## **Business Plan Preview**

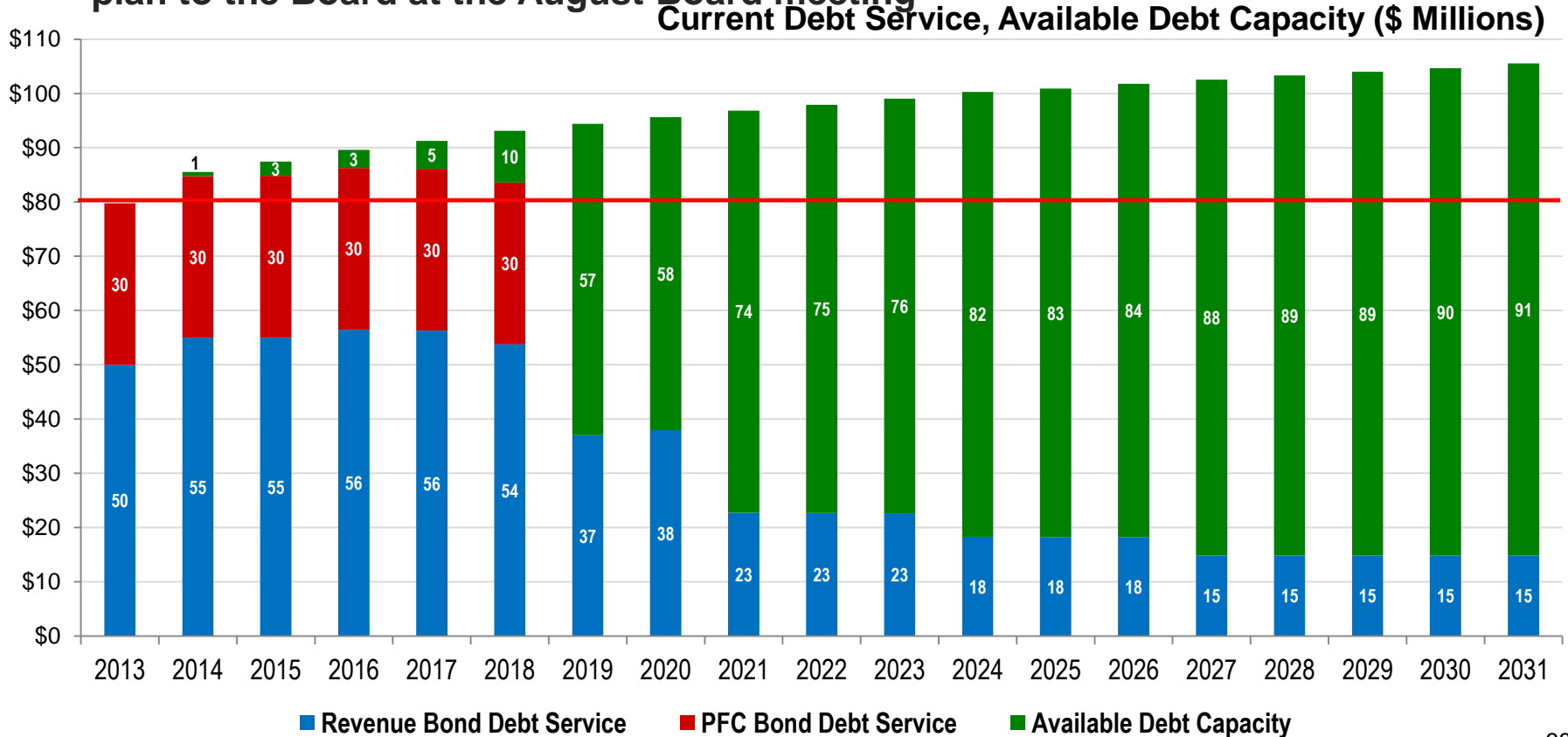
### **Master Plan Funding Strategies**

**Funding sources:** Revenue bonds, grants, public/private partnerships

- Refunding of 2003 bonds later this year will provide capital for initial phase of master plan
- Will go to market for new money by third quarter of 2014
- A detailed Business Plan, which will include all final funding strategies, will be presented to the HCAA Board in July 2013.

# Master Plan Project Funding Plan

- The Authority is currently evaluating both traditional and non-traditional funding sources for the Master Plan projects, as well as the inclusion of potential FDOT grants
- Staff will present the 2013 Business Plan which will include a detailed financing plan to the Board at the August Board meeting



# Land Use Review

## Perimeter Parcels



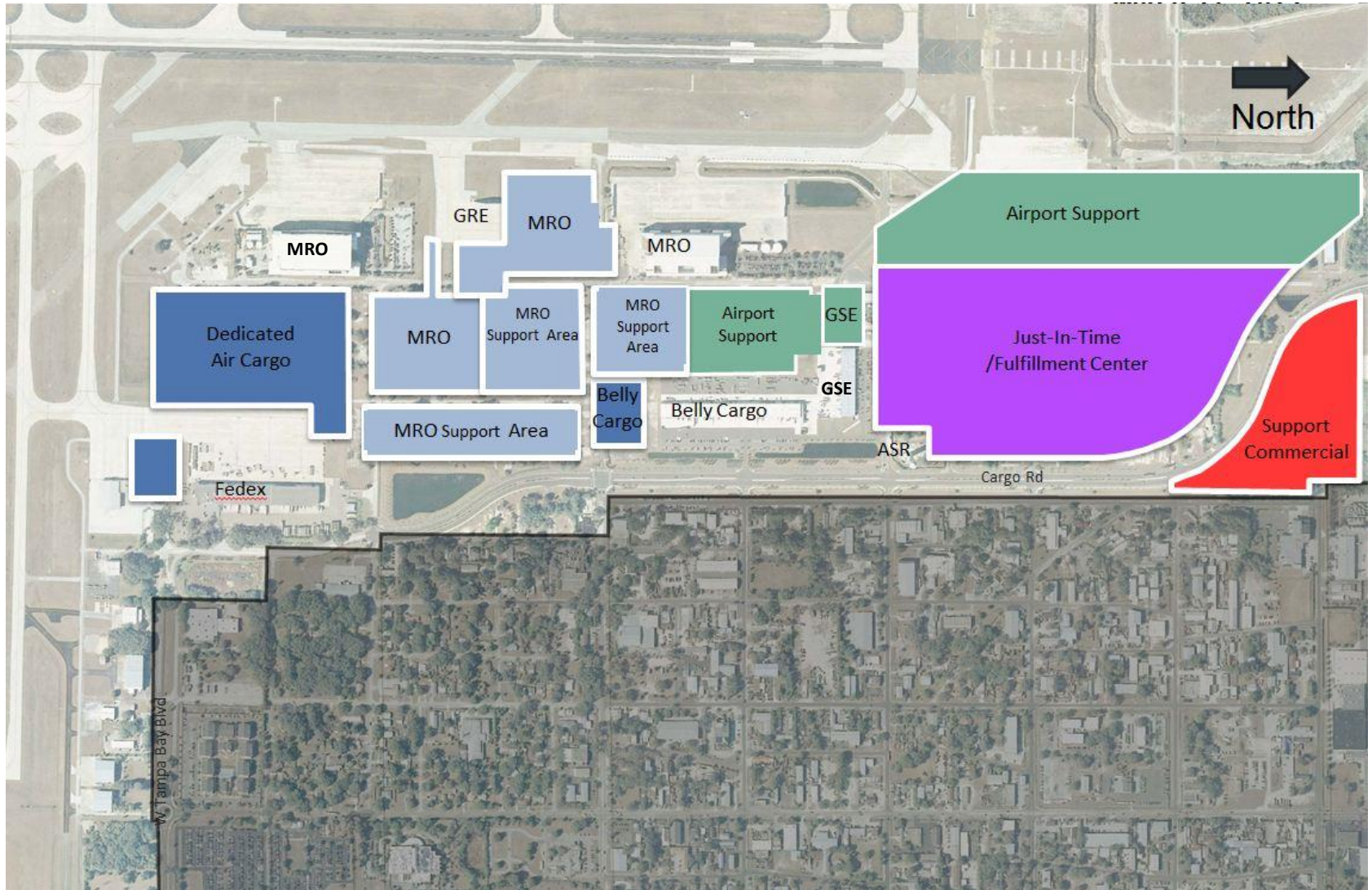
Area	Current Land Use Designation	Proposed Land Use Designation
1	Airline Passenger Terminal and Public Use	Commercial
2	No Current Designation	Commercial
3	Scenic Reserve, Aircraft Operations, and Airport Airline Support	Commercial
4	Scenic Reserve, Aircraft Operations, and Airport Airline Support	Commercial
5	Scenic Reserve	Scenic Reserve
6	Commercial	Commercial
7	Scenic Reserve and Airport/Airline Support	Commercial



## Eastside Development Area Concepts

- 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
  - Distribution Just-in-Time fulfillment center use
  - Generate economic value to adjacent land

# Eastside Development Area Concepts



## Next Steps

- April 2013: Submit Master Plan documents to the FAA and Hillsborough County Planning Commission for review and approval
- July 11, 2013: Select consultant to prepare the FAA required electronic airport layout plan and TPA property map update

# Tampa International Airport

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